

**I. Preliminary Matters**

- A.** Call to Order
- B.** Introductions
- C.** Revisions or Additions to the Agenda
- D.** Chairman's Report
- E.** Approval of Meeting Minutes
- F.** Public Comments at 4 PM

**II. Staff Items**

**A. Action Items**

None

**B. Information Items**

None

**III. Committee Reports**

**A. Route Committee**

The Raleigh Transit Authority Route Committee met September 3, 2019.

**Action Items:**

- 1.** R-Line Update

**Staff Resource:**

**Morgan Simmons**

**Attachment A (p.13):**

**Information Items:**

- 1.** Western Blvd Corridor Study

**Staff Resource:**

**Het Patel**

**B. Finance and Policy Committee**

The Raleigh Transit Authority Finance and Policy Committee met September 4, 2019.

**Action Items:**

- 1.** Lighting at Bus Stops

**Staff Resource:**

**Matt Van Hoeck**

**Attachment A (p.16):**

2. Transit Stop Amenities

**Staff Resource:**

**Matt Van Hoeck**

**Attachment B (p.17):**

3. GoRaleigh FY20 Service Changes Title VI Service Equity Analysis

**Staff Resource:**

**Morgan Simmons**

**Attachment B (p.19):**

4. GoRaleigh Transit Asset Management Plan (TAMP)

**Staff Resource:**

**Morgan Simmons**

**Attachment C (p.49):**

**Information Items:**

1. Bylaws

**Staff Resource:**

**David Walker**

**C. Marketing Committee**

The Raleigh Transit Authority Marketing Committee met September 11, 2019.

**Action Items:**

1. Try Transit Fare Free Day 2019

**Staff Resource:**

**David Eatman**

**Attachment A (p.90):**

2. Fare Free Election Day (October 8<sup>th</sup> and November 10<sup>th</sup>)

**Staff Resource:**

**David Eatman**

**Information Items:**

1. Ridership Campaign “My Better Way to Go”

**Staff Resource:**

**David Eatman**

2. Public Engagement – Update

**Staff Resource:**

**Morgan Simmons**

**Attachment B (p.91):**

*Mission Statement:*

*To improve mobility for Raleigh residents and visitors by providing safe, affordable and customer-oriented transportation while proactively promoting economic opportunity, intermodal connection and sustainable regional development.*

**IV. Performance Reports**

1. Income Statement (July 2019)
2. Operating Statistics (July 2019)
3. Evaluation by Route (July 2019)
4. Ridership by Time of Day (July 2019)
5. On-Time Performance Report (July 2019)
6. Variance Analysis (April 2019)
7. Variance Analysis Fiscal Year Breakdown (April 2019)
8. Monthly Talking Points (September 2019)

**V. Concluding Remarks**

- A. Authority Members
- B. Staff
- C. Chairperson

**VI. Adjournment**

David Eatman, Assistant Director

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*Mission Statement:*

*To improve mobility for Raleigh residents and visitors by providing safe, affordable and customer-oriented transportation while proactively promoting economic opportunity, intermodal connection and sustainable regional development.*

**RALEIGH TRANSIT AUTHORITY**  
**JUNE 13, 2019**  
**MINUTES**

The Raleigh Transit Authority met on Thursday, June 13, 2019 at 3:30 p.m in the Council Chamber, Raleigh Municipal Building, 222 W. Hargett Street, with the following present:

Tolulupe Omokaiye presiding  
Danny Coleman  
Sherita McCullers  
Karen Rindge  
Nathan Spencer  
Michael Stevenson  
Linda Wire

Staff present: David Eatman, David Walker, Marie Parker

The meeting was called to order by Chairperson Omokaiye. The following matters were discussed with actions taken as shown:

**AGENDA – APPROVED AS PRESENTED**

There were no changes or additions to the agenda. Without objection, the agenda was approved as presented.

**CHAIR REPORT – RECEIVED**

Chairperson Omokaiye asked Mr. Eatman to review voting requirements for the authority. Mr. Eatman indicated this is a 9 member board with 7 being regular voting members and 2 members being alternate members. Alternate members serve at all times in case a member is lost or they rotate off. This allows for an alternate to be able to immediately step into a full voting function. If there is a quorum of the 9 members, the regular members vote. If there is a shortage, then the alternate becomes the voting member. Chairperson Omokaiye stated there are many important things to vote on and in the past everyone that was present at the meeting votes, She noted just regular members are supposed to vote. She indicated there are currently no alternate members.

Chairperson Omokaiye referred to the various committee meetings and the fact she would like them to be streamlined. These meetings are open to the public and she would like designated

seating for the public rather than have them sitting at the table. Mr. Spencer indicated committee meetings have been informal and asked if that will change. Chairperson Omokaiye responded she would like open meetings to be more streamlined and structured.

#### **MINUTES – MAY 9, 2019 – APPROVED**

Minutes of the May 9, 2019 meeting were provided to members in the agenda packet. Ms. McCullers moved approval of the minutes. Her motion was seconded by Mr. Spencer, unanimously passed. Chairperson Omokaiye ruled the motion adopted.

#### **GOVERNANCE AND DECISION-MAKING PROCESSES – RECEIVED AS INFORMATION**

Mr. Eatman explained the RTA is integrated in various decision-making processes as it relates to projects and new services funded through city funding (local dollars), the Wake Transit Plan as well as federal funding (Federal Transit Administration). He provided diagrams to outline these various processes and reviewed them in detail. In all processes, all matters will be provided to the appropriate RTA subcommittee for review, prior to submission to the full board for approval. Mr. Eatman explained even though we are just starting the new fiscal year on July 1, the authority will have the first discussions regarding FY 21 in August this year. He reviewed the highlights of the processes and noted it would be best if members digest the information since there is a bit of down time between now and when this cranks up again in July or August. He suggested that the authority talk about how it might want to have review of the processes in July.

Mr. Spencer questioned the result if one person along the way doesn't approve of something and if there is an appeal process or way to bring the item back. Mr. Eatman stated he could bring that information back to the authority as the flow depends on where a particular item is in the process.

It was agreed to receive this item as information.

#### **PASSENGER AMENITIES/BUS SHELTER POLICY = REVISION – REFERRED TO FINANCE AND POLICY COMMITTEE**

Mr. Eatman explained Shelter Policy Staff would like the authority to consider revisions of the bus shelter policy, which currently requires a bus stop to have 25+ boardings to qualify for a shelter. Staff proposes revising this and request referral of this item to the Finance and Policy Committee for review. He noted there is strong support by the authority and the City Council to get to areas that do not have 25 boardings. Ten boardings per day requires a bench currently and ten is the next threshold we have. The cost to build a shelter is \$5,000 and a bench is \$800. In some cases

we go ahead and build the shelter when there disabled people involved. Staff will bring back the cost for going from 25 boardings to 10 boardings.

Mr. Eatman further indicated, in regard to the Lighting Policy, that staff would like to consider the inclusion of policy language as it relates to lighting at bus stop locations, to include, but not be limited to, additions through Duke Energy or solar lighting. Staff requests referral of this item to the Finance and Policy Committee for review. He explained there has been interest in lighting stated at hearings and there is no policy on which stops have particular levels of lighting. He indicated staff would like to develop criteria for consideration by the authority so there is a benchmark to shoot for. This would require working with Duke Energy but wanted to know what goals to strive for.

Mr. Stevenson indicated the Policy Committee looks forward to discussing this as having adequate lighting at every stop for safety purposes is important. He noted integrated lighting could be considered.

In response to a question from Chairperson Omokaiye, Mr. Eatman explained all transit systems are similar in that 25% of the stops generate 80% of the riders. Generally passengers polarize around residential areas, employment opportunities, etc. He explained the authority needs to consider if there should be a facility at every stop and if so, what would that facility look like. He felt 25 boardings per day for our system is too high for us to stop installing shelters. Stops with 15-20 boardings per day should have shelters which is why the right investment levels need to be discussed in committee. Ms. Omokaiye stated even one person at a stop should be able to at least have a bench.

Without objection, this item was referred to the Finance & Policy Committee.

Mr. Eatman explained the Wake Transit Plan has an amount of funds for what it plans to put toward shelters and benches and there are also formula grant funds and City funds going toward tis. There are also opportunities for discretionary grants. Within last year and the next 24 months 60-100 new stops will be installed as part of road projects. As an example, the new shelter and bench on Poole Road near Sunnybrook came from a sidewalk project.

Discussion took place regarding the new shelter design with Mr. Eatman indicating one will be at the North Carolina Museum of Art. Site 2 is being graded and should be completed next week and in 3-4 weeks both the facilities will be complete.

## **BYLAWS DEVELOPMENT PROCESS – INFORMATION RECEIVED**

Mr. Eatman explained staff would like to begin the development and draft process for RTA bylaws. RTA currently does not have bylaws and staff would like to have new bylaws in place by the start of CY2020. Staff requested referral of this item to the Finance and Policy Committee. The Municipal Code defines what the Transit Authority is, powers, duties and staff duties for ongoing operations of the transit system. There are several boards and commissions in Raleigh that have developed bylaws which provide detail on how an organization runs. There is nothing dictating committee structure within the Transit Authority. As faces and opportunities change, staff would like to be sure there is continuity into the future. He felt it is wise to have bylaws for the Transit Authority available for new and existing members. Mr. Eatman stated he would like to bring staff's thoughts before the authority for committee review noting this will be a multi-month process. He stressed there is no timeline or urgency involved but we are entering into a new fiscal year and would like to begin the discussion. He felt this probably will take 6 months. The City Planning Commission, Appearance Commission and others have bylaws noting every board is different and each has its own opportunities and needs. Ms. Rindge suggested using bylaws that are existing for the other boards and changing them to fit this authority. Mr. Eatman indicated currently the Transit Authority has the Marketing Committee, Finance and Policy Committee, and Route Committee which are not memorialized anywhere. Staff would develop a process defining what the committees do, how they interact with the board, etc. Mr. Coleman requested that the authority be provided with the existing bylaws of other boards and commissions. Chairperson Omokaiye suggested getting this information and discuss this further at the August meeting. She suggested that staff bring back a matrix and content for review.

## **PUBLIC COMMENTS – RECEIVED**

Dwight Spencer, 205 Fayetteville Street, Room 220, provided a statement to the Authority from Michael Wilson who was a Road Supervisor with Transdev (GoRaleigh) for 4 ½ years. Mr. Spencer stated they are still asking that the entire management at Transdev be replaced in order to move the transit system forward. They will be going to appear at the June 20 City Council meeting asking to replace the management. He indicated to have a great system you have to have a great leadership team. He asked for the installation of a water cooler, snack machine and drink machine in the break room.

Michael Wilson statement:

“I am writing you because I’ve been following you and your response to this problem with Transdev management that drivers are stating. First let me introduce myself. My name is Michael Wilson. I was a road Supervisor with Transdev (GoRaleigh) for 4 ½ years. I was there when the new routes started and did my best along with other supervisors to implement the new changes. I

was getting overwhelmed with my duties because the new routes and run picks, operator's information not accurate on what bus to change to and routes to take over. David Eatman's Secretary can testify to that, she knows me well.

I decided to resign from my position and to move on with my career in transportation. I emailed management Reggie Caldwell on Friday, March 9<sup>th</sup> and after reporting to work on Monday the 11<sup>th</sup> I was harassed by Transdev Management Operations Manager Reginald Caldwell and Safety Manager Morris Cook then kicked out of the building. I have filed a claim with Ethics Committee and talked with Marie Parker and HR Kashi from Corporate Office of Transdev and no one has done anything. I have been trained by Transdev to identify how to deal with harassment but when it comes to them to act nothing has been done and this is what operators are trying to express. I'm a witness and victim of Transdev lying and covering up all kinds of situations.

If you need more information or if you could help me get this message out to the rest of your committee and hopefully someone take a stand and say this is enough. I am still waiting on Transdev response to my harassment, but I don't think they will reply. This is no way a company like this should be representing or a management team in the great City of Raleigh, NC. When I ask Marie Parker why did they treat me in that manner she stated that she was informed I was combative, lies come from the top and why would I be combative I found a great job? Please share this with your committee and if you need to contact me please call 919-482-5849. Thank you for your time and I hope the change will be made with this management team so Raleigh Transit can move forward without the negative of this management team. Thank God for Dwight Spencer."

Mr. Dewberry, 8201 Old Deer Trail, requested protective shields for the drivers. He indicated there is a national campaign regarding installation of the shields for the safety of the drivers. Discussion followed regarding how this could be done with Mr. Eatman indicating with any equipment, research is needed. He indicated staff can bring this back to the board or to a committee. Chairperson Omokaiye requested that staff research this suggestion and bring it back to the full authority in August to determine what we would need to do this and how much it would cost. She felt it is important for the drivers to have this safety. Ms. Parker reviewed current safeguards in the buses for emergencies including alarm buttons, phone to call 911, etc. Discussion followed regarding how long it takes to get assistance. Ms. Parker indicated she would provide members the policies and procedures for emergencies. Mr. Eatman indicated staff would have to check with the City Attorney to review all legalities. Chairperson Omokaiye indicated this would be referred to the Finance and Policy Committee to review existing procedures, what is legal for self-protection and what would be involved with the shields.

## **COMMITTEE REPORTS**

### **ROUTE COMMITTEE REPORT – RECEIVED**

Mr. Spencer reported the Route Committee met on June 4, 2019 and discussed mobile technology moving forward. Staff is beginning the process of sending out an RFP. Specifics on the passes were also discussed. Staff is going to get bids and see if there is interest from companies. He noted we will be seeing mobile technology coming fairly quickly. The Wake Transit Plan FY2020 provides funding for the preliminary stages of implementing mobile ticketing solution. A regional fare study took place in 2018 by Wake County transit systems that identified fare structure changes and technology improvements to improve customer experience, bus pass distribution and regional coordination. The fare structure improvements will be implemented in Summer 2019 and the mobile technology in the following year 2020. The process will yield an alternative fare media to minimize but not eliminate the use of cash and create a platform where fare capping can be applied. Fare capping is a system allowing single fares paid by a rider to be capped when the cost of an unlimited ride pass is reached. This will save the customer money.

RLine revisioning was also discussed at the meeting. From September 2018 to May 2019, staff led a stakeholder group to assess the downtown transportation need and revise the RLine circulator service. The group consisted of representatives from local and county government, universities, downtown organizations, non-profits and advocacy groups. Meetings were held monthly and staff engaged the group through a variety of engagement activities. Information collected resulted in the development of five transportation options for the stakeholders to score. Members received in their packets a memo containing the 7-8 month process and final recommendations. Two recommendations resulted for consideration for the authority. Staff requested the RTA's consideration and review of these recommendations. Prior to approval or execution of any recommendation, public consideration would be needed and additional assessment of the two recommendations completed. Mr. Spencer reported at the next committee meeting, members will discuss this further. The committee discussed the top 2 choices and if it serves Downtown and what it needs now. Mr. Spencer indicated there was a varying amount of conversation on that subject. The committee also discussed the budget the recommendations carry, the fact that what we are servicing now is not what we needed to service before, etc. He indicated the committee will spend time reading through the report.

Mr. Spencer referred to the report provided in the agenda packets (page 28) noting it was concluded that Option 2 and Option 4 which have a day and evening service were the 2 best choices to move forward for further consideration. Mr. Spencer reviewed various aspects of the 2 options. Option 2 involves 17 minute headway versus 30 minute headway. The route was reviewed shown in blue on the map. There were concerns at the meeting regarding way finding, if we are providing free service to people living Downtown, questions about time, who would be driving it, etc. The

committee will go back and look at this further. Option 4 was the 2<sup>nd</sup> choice with daytime service on the same route but nighttime service would involve fewer vehicles based on the survey. Mr. Spencer expressed concern that there were not enough stakeholders in the group and were from specific fractions and didn't include representatives from Downtown small business people, etc. He reviewed the stakeholders involved. Mr. Stevenson asked what these 2 options achieve. Mr. Spencer indicated they are working within a small budget and felt more budget would be helpful. They are trying to achieve faster service, more destinations, points of interest, etc. Mr. Stevenson questioned if these routes would have more destinations than currently. Mr. Spencer responded yes and there was a lot of feeling there was a lot to be wanted that weren't quite covered. He reiterated there is a small amount of money involved and this doesn't touch the surface of bike and pedestrian needs.

Chairperson Omokaiye asked if riders on the bus were interviewed. Mr. Eatman explained there were 2 different studies done prior to this and in this particular exercise riders were not interviewed on the bus. He indicated when RLine was first implemented Downtown, it was because of the entertainment district being around the Convention Center and restaurants were around the Glenwood area and the average hourly pickup was 20 passengers. Things have now spread out and there are more living Downtown that made the big loop inefficient. A survey of working groups was done and then came up with the "candy cane" route to hit the needed areas. Staff looked at the different variables of the options from this study and the recommended alignment hit many of the activities, origins and destinations. Discussion followed regarding the report. Chairperson Omokaiye suggested focusing away from development areas and keep in mind things are changing. Mr. Eatman indicated the word "free" did not come up and that hasn't been discussed if this service will be free. He indicated the need to hone in on the route and then make the fare decision. Stakeholders did not say anything about the fare and it has not been determined if the RLine will remain free or not. Ms. Rindge asked what is the implementation goal and how long is the plan for with Mr. Eatman responding depending on how this moves forward, staff would be coming back to the Route Committee with additional recommendations regardless of how we go forward today and would have to determine what kind of buses, etc. Staff needs to go to our partners in the near future in order to move forward. Mr. Spencer indicated the Route Committee wants to review this further regarding the fact it doesn't go to Union Station and other issues which need to be decided before we start the service.

Mr. Stevenson asked if there is a model where riders pay in the daytime and ride free at night. Mr. Eatman indicated he was sure there are many programs out there and had heard of a variety of programs that could accommodate those opportunities. This can be looked at when this gets further along. Mr. Stevenson stated RLine originally was to spur Downtown development and the purpose needs to be looked at again. Mr. Eatman indicated the authority did not have to make a determination today and may have an opportunity to meet in July. Chairperson Omokaiye suggested a work session in July to discuss this further.

Mr. Coleman discussion needs to take place regarding people using the system versus stakeholders and how do we give proper weight to those different populations groups. He questioned how do we get the opinion of the people who ride the bus and would like to have their input. Ms. Rindge noted the riders surveyed 2-3 years ago and 3-4 years ago may not be the current riders and a survey needs to be done on the bus. Mr. Eatman stated Downtown is changing and it is not a GoRaleigh route but is a Downtown mobility tool for that market group, for the convention area and for Downtown economic development to provide mobility where it didn't exist before. He again stated Downtown has changed tremendously and agreed these decisions will take time.

Chairperson Omokaiye stated there will be a work session in July and not a formal authority meeting. Mr. Spencer stated he would like to have staff come back to the Route Committee in August with rider assessments.

### **MARKETING COMMITTEE REPORT – RECEIVED**

Ms. Omokaiye reported the Marketing Committee met on June 6, 2019 and reviewed the New Bern Avenue BRT Public Engagement Plan (included in agenda backup) including street signs, etc. and how they will reach out to the community. The Committee also wanted to review the RFP for the Communications position which will help with outreach to stakeholders. She felt this could be discussed further if there is a work session.

Mr. Spencer moved that the authority hold a work session in July. His motion was seconded by Mr. Coleman, unanimously passed. Chairperson Omokaiye ruled the motion adopted.

Ms. Omokaiye indicated there are some questions on public engagement and is interested in how WSP gets information out to the public. She also wanted to know about diversity. Mr. Spencer stated the plan itself is an execution tool for activities. He spoke to responsibility noting it is a transportation project but also a transit/transportation project. There are consultants assisting in development of corridors with assistance from the communications staff in transportation. The Communications Office is helping in the interim until the communications position is filled. Mr. Spencer stated this is a substantial project and its execution depends on the board. Mr. Eatman indicated we would want to always know what our partners are doing and it doesn't have to flow through our process. Staff talks to the partners on a daily basis to stay informed. Mr. Rindge stated the City of Raleigh is in charge. Mr. Eatman explained the City is the project sponsors for this project. GoTriangle has different procedures than we do and wanted to be sure we know what that is before it happens. Ms. Rindge spoke to the need to reach out to community organizations along the corridor. She noted the CACs are important. She felt there should be people on the ground going out and meeting with various organizations and really have conversations with them. With meetings in the past, the biggest lesson learned was people to people communication was

somehow missed. Ms. Rindge stated 25,000 postcards went out to people along the BRT corridor announcing a meeting and that level of communication should be continued. People to people going out and asking for meetings with groups is important and Ms. Rindge indicated that is why the 2 communications staff people are needed and the sooner they are hired the better.

Ms. Omokaiye asked the status of hiring for the communications position. Mr. Eatman indicated was posted once but were not successful in finding someone in the first posting. The position is being reposted. This position will be overseeing marketing and transportation demand staff. The job description is being rescoped to allow us to be more successful.

Discussion followed regarding the need having people out and talking with people affected. Mr. Coleman indicated citizens want this and want it now and staff and City Council hear this. Ms. Omokaiye stated she did not know who these people are and people who show up at meetings are people benefiting and not people who are being affected. She stressed her hope is we be mindful we are making decisions that are affecting many lives and livelihoods and hope as this goes forward we are doing more to be sure the voices of people affected are heard.

## **STAFF REPORTS – RECEIVED**

Members received in their agenda packets the following staff reports:

1. Statement of Income (April, 2019)
2. Variance Analysis (April, 2019)
3. Go PASS Ridership Summary (April, 2019)
4. Go PASS Ridership by Agency (April, 2019)
5. Accessible Raleigh Transportation Summary (April, 2019)
6. Operating Statistics (April, 2019)
7. Route Statistics (April, 2019)
8. Ridership Percentage by Time Period (April, 2019)
9. Evaluation by Route (April, 2019)
10. On time Performance Report (April, 2019)
11. Monthly Talking Points (May, 2019)

## **ADJOURNMENT**

There being no further business, the meeting was adjourned at 5:30 pm.

Respectfully submitted,

Brenda Hunt



September 3, 2019

**To:** Route Committee

**From:** Morgan L. Simmons  
Transit Planner

**RE:** Update on the R-Line Revisioning Stakeholder Group

During the August 2019 Raleigh Transit Authority (RTA) Route Committee, committee members identified Options 2 and 4 as viable choices for the revised R-Line route. Committee members directed staff to provide additional information as it related to finances, potential modes of use, as well as timeline of execution. In addition, committee members were interested in the scores of the previous RTA board members, who participated in the R-Line Stakeholder Group prior to their departure from the board. In this memo, those requested items are provided.

#### ***Financial Assessment***

<b>Current R-Line</b>	<b>Option 2</b> All-Day Candy Cane	<b>Option 4</b> Candy Cane // Electric Cabs (after 8pm)
\$1 Million	\$1 Million*	\$700K Candy Cane Route Option \$300K Electric Cab Budget

*\*Option 2 has the same platform hours as the current R-Line because the span of service will remain the same as the current service.*

#### ***Potential Modes***

*For the Candy Cane transit option, the current R-Line bus, which are 40ft diesel buses with the capacity of 35+ people, could be immediately used. With the recent FTA federal award for future electric vehicles purchases, electric buses could be a potential mode the transit route as well. However, based on our timeline, the procurement of those vehicles would not be complete by the anticipated start of the new services.*

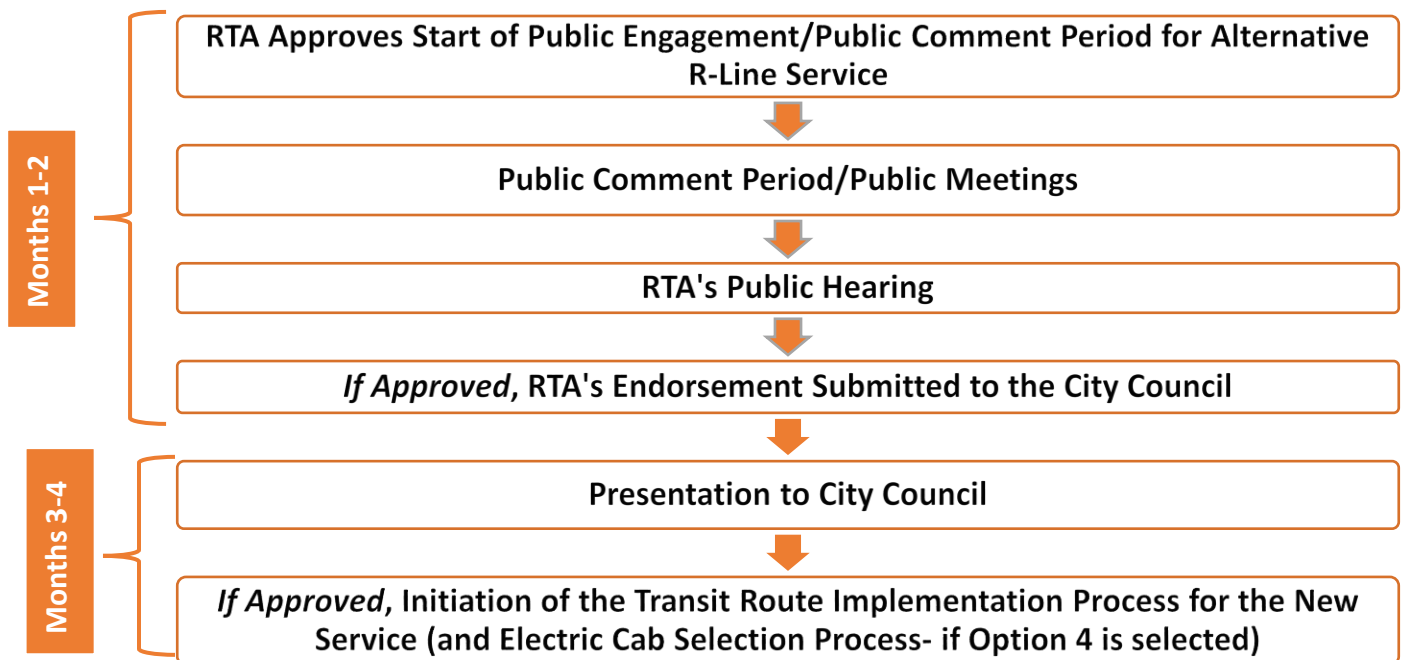


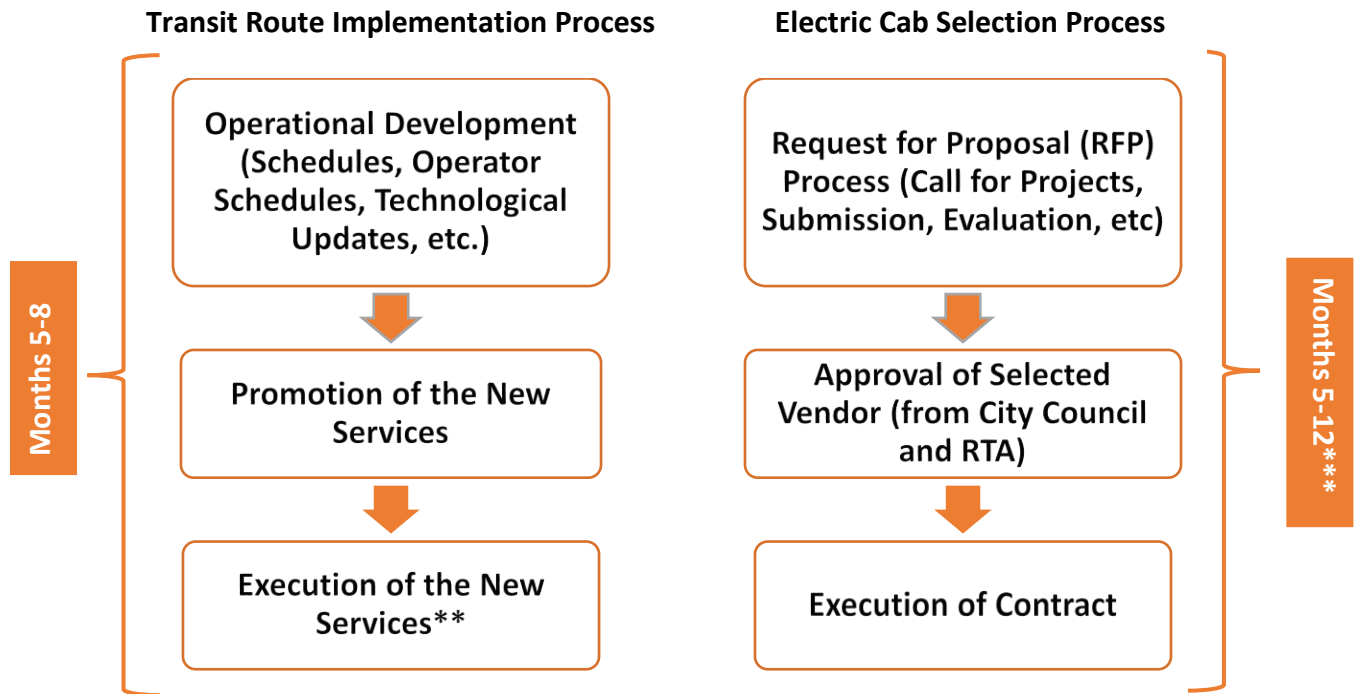
For the electric cab option, both electric cars (such as the Chevrolet Volt) as well as Polaris electric vehicle can be used for the evening component of Option 4. Both vehicles would require charging and comfortably seating between 3 to 5 people at a time. Both modes will require charging and, dependent on the brand and type, will determine whether charging infrastructure throughout the city would be required. Potential vendors would be required to provide its own vehicles for use.



### Timeline for Execution of R-Line Options

#### Board /Council Approval Process





**\*\* If Option 4 for selected, the execution of the transit route will be contingent on the completion and selection of the electric cab vendor.**

**\*\*\* The timeline for the electric cab vendor selection can be contingent on the number of vendors received, costs, procurement processes, and other unknown conditions. In addition, if Option 4 is selected, the transit implementation process may proceed alongside the electric cab procurement process.**



Raleigh

## MEMO

TO: Finance & Policy Committee, Raleigh Transit Authority

FROM: Matthew Van Hoeck, Transit Planner

DEPARTMENT: Transportation

DATE: August 7<sup>th</sup>, 2019

SUBJECT: Lighting at Bus Stops

At the June 13<sup>th</sup> meeting of the Raleigh Transit Authority, a discussion of establishing a foot-candles minimum or other standard for lighting at bus shelters was referred to the Finance & Policy Committee.

### **Existing Guidance:**

Lighting is actively considered by Transit staff when locating and improving bus stops, but there is currently no foot-candles standard for illumination at bus stops. To ensure bus stops are adequately illuminated Transit staff refers to the City of Raleigh Transit Design Standards Guidebook (2011). The Guidebook states that where feasible, bus stops should be located such that they are illuminated by existing street lights or other outside facility lights. To achieve this, the Guidebook recommends locating stops within 30 feet of an overhead light source. In areas without utility service, the policy recommends solar lighting.

Dustin Brice, Street Light Program Manager, has informed Transit staff that roadways are illuminated between 0.4 to 1.2 foot-candles depending on the street type. The City follows the Standards for Roadway Illumination as established by the Illuminating Engineering Society of North America. Locating bus stops within 30 feet of overhead street lights should be enough to benefit from this existing light. When street lighting is not available, bus stops are located near utility poles and staff coordinates with the City's Street Light Program and Duke Energy to install additional lighting. As the Guidebook recommends, in areas without utility service or poles, solar lighting has been added to bus shelters.

### **Measuring Lighting:**

The Transit Division has procured a meter calibrated to measure the illuminance of LED lights. This light meter will be used to verify the foot-candles provided by locating bus stops within 30 feet of an overhead light and quantify the light level at various bus shelters. The measurements and conclusions from this review will be presented to the Finance & Policy Committee to inform discussion of bus shelter lighting.

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222 West Hargett Street  
Raleigh, North Carolina 27601

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Raleigh, North Carolina 27601

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North Carolina 27602-0590  
(Mailing Address)



Raleigh

## MEMO

TO: Finance & Policy Committee, Raleigh Transit Authority

FROM: Matthew Van Hoeck, Transit Planner

DEPARTMENT: Transportation

DATE: August 7<sup>th</sup>, 2019

SUBJECT: Transit Stop Amenities

At the June 13<sup>th</sup> meeting of the Raleigh Transit Authority, a review of the average daily rider threshold required for a bus shelter and the financial implications of adjusting the Amenity Policy was referred to the Finance & Policy Committee.

### **Existing Policy:**

The City of Raleigh transit stop Amenity Policy requires that, where feasible, a stop with 10 or more average daily riders include a bench and 25 or more average daily riders include a bench and shelter.

Considering ridership from January to March 2019, 103 stops have 25 or more average daily riders. 72 of these qualifying stops are currently served by a shelter. Ten of these stops have shelters planned for implementation in the coming months. Six of these stops are in the downtown area and are not actively being considered for additional amenities. The remaining 15 stops will be considered for a future set of improvements and aimed to be built-out by the end of FY20.

Staff has made significant progress towards building out all sites under the current policy with funding from the City of Raleigh transit budget and additional funding provided by the Wake Transit Plan. This has spurred discussion of lowering the average daily rider threshold for a bus shelter as we approach meeting all our existing standards.

### **Analysis:**

Staff has prepared counts of bus stops and associated costs of adjusting the Amenity Policy to 20+, 15+, and 10+ average daily riders. Summary statistics of boardings across the GoRaleigh system and the cost estimates will be presented to the Finance & Policy Committee to inform the discussion of amending the Amenity Policy.

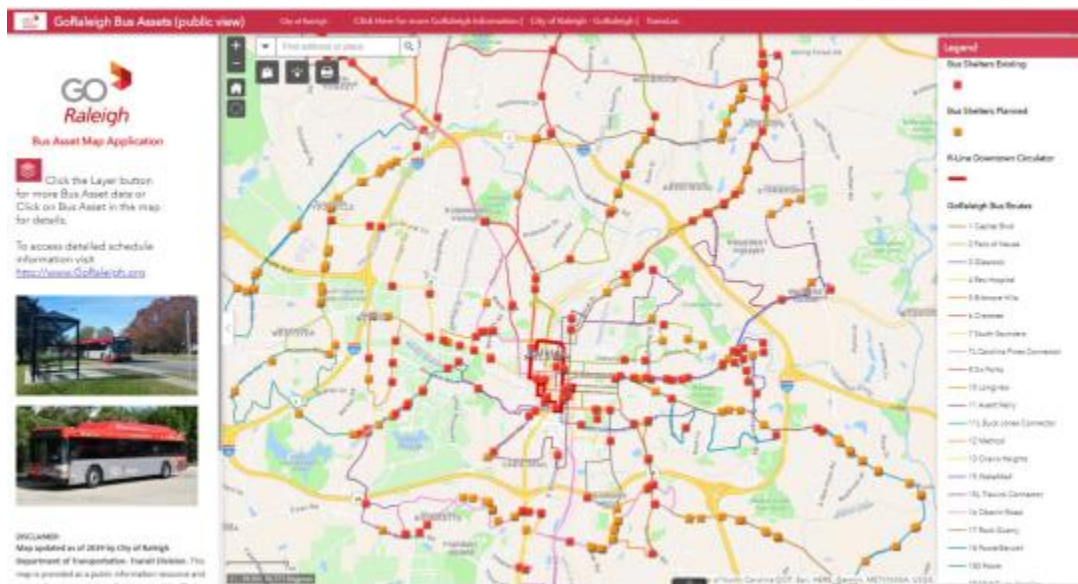
### **Bus Asset Map:**

To make it easier to track the roll-out of new passenger amenities Transit Planning has launched a new bus asset map. This map allows viewers to see all assets within the GoRaleigh system. These assets include bus stops, existing and planned bus shelters, benches, and trash cans along GoRaleigh routes. Please visit [raleighnc.gov/busmap](http://raleighnc.gov/busmap) and let us know your thoughts.

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(Mailing Address)





September 4, 2019

**To:** Finance and Policy Committee

**From:** Morgan L. Simmons  
Senior Transit Planner

**RE:** GoRaleigh FY 2020 Service Changes Title VI Service Equity Analysis

In accordance with Title VI requirements of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) Circular 4702.1B, and Executive Order 12898, transit providers are required to evaluate any proposed service changes to determine whether minority and low-income populations will be disproportionately burdened by the changes.

In October 2019, GoRaleigh will start new services for Garner, Knightdale and Rolesville:

*Garner Route 20 (Former GoTriangle 102)*  
Monday to Friday - 5:30am to 12:00 Midnight

*Knightdale Route 33 (Former GoTriangle Route KRX)*  
Monday to Friday - 6:00am to 10:00pm

*Rolesville Route 401 (New Service)*  
Monday to Friday - Peak Hours Only

**The service equity analysis included:**

- ☒ Review of proposed route changes,
- ☒ Locations of minority and low-income populations within the transit service area, and
- ☒ Assessment of planned service changes, to determine whether it may have a disparate impact on minority populations or low-income populations.

**The data used in the analysis included:**

- ☒ Census Data, at the block group level, of existing and proposed transit service areas,
- ☒ a 1/3-mile buffer of the existing and proposed transit route, calculating low-income and minority populations, and
- ☒ Population data from the American Community Survey (Census), identifying the population served by the system's service area.

**Findings:**

*Garner Route 20*

The service equity analysis showed no disparate impact for minority or disproportionate burdens for low-income populations.

*Knightdale Route 33*

The service equity analysis showed a potential disparate impact for minority populations and disproportionate burden for low-income populations. However, the loss of direct access to downtown is potentially mitigated by an all-day local service that loops throughout the community, targeted service for Habitat for Humanity homes and low-income housing, and the connection at New Hope to multiple routes (to include the future New Bern Bus Rapid Transit corridor). In the near future, the East Raleigh Transit Center will provide an easier rider experience.

*Rolesville Route 401*

The service equity analysis showed no disparate impact for minority or disproportionate burdens for low-income populations.

***Staff request review and approval of this document.***



# GoRaleigh FY 2020 Service Changes Title VI Service Equity Analysis

July 2019

Prepared for



Prepared by



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## 1.0 Introduction

Across the United States, there has been increasing interest in identifying reliable, safe, and affordable transportation access so people can reach key destinations. GoRaleigh, the City of Raleigh's Department of Transportation Transit Program, administers public transportation for the City, including a fixed route transportation system, paratransit service, and a free downtown circulator. The agency currently provides fixed-route service along 32 bus routes, including five connector routes and three express routes. Fixed routes provide service to much of the Raleigh urbanized area; GoRaleigh's service area is shown in Figure 1: Existing GoRaleigh System and Service Area. GoRaleigh served approximately 5,049,367 fixed-route passenger trips annually, 30,004 passenger trips per weekday and an additional 503,265 annual paratransit trips in Fiscal Year (FY) 2018.

GoRaleigh is conducting a Service Equity Analysis under Title VI of the Civil Rights Act of 1964 to evaluate proposed service changes for various routes in Fiscal Year (FY) 2020.

### 1.1 Background and Overview

The 2016 Wake Transit Plan outlined a broad set of transit planning and investment priorities for all transit agencies operating within Wake County. Corresponding Short-Range Transit Plans outlined details on the proposed services and changes for each agency under the initial years of the Wake Transit Plan. GoRaleigh has proposed to implement service adjustments and improvements to fixed routes in Fiscal Year (FY) 2020 as a part of the Wake Transit Plan and associated Short Range Transit Plans for GoRaleigh and GoTriangle, and as part of the agency's ongoing efforts to enhance transit services and improve efficiency. The service changes support one of the four "Big Moves" identified in the Wake Transit Plan to "Connect All Wake County Communities", which entails connecting all 12 municipalities in the county, enhancing access to employment, shopping, and medical trips.

GoRaleigh is proposing to serve three additional routes including two routes that would transfer from current GoTriangle service to GoRaleigh service, an additional connector route service for one of these routes, and one new route. Routes to Garner and Knightdale would shift from GoTriangle to GoRaleigh and changes would be made to the routing and service hours/types for these routes. New service would be provided to the Town of Rolesville. GoTriangle performed a Service Equity Analysis for the agency's 2018-2024 Short Range Transit Plan, which includes transfer away of the Garner and Knightdale services, however, this report examined their system as a whole and did not evaluate individual routes in a specific year.

#### *Title VI Guidelines*

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination based on race, color, or national origin under any program or activity receiving Federal financial assistance. Federal Transit Administration (FTA) Circular 4702.1B was published by the agency in October 2012 in order to comply with the law and fulfill the requirement for transit agencies receiving Federal funds to develop and implement an agency-wide Title VI program. Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" is a directive from the Federal government to prevent minority communities and low-income populations from being subject to disproportionately high and adverse environmental effects. The FTA circular on Title VI compliance states that while low-income populations are not a protected class under Title VI there is an "...inherent overlap of environmental justice principles in this area, and because it is important to evaluate the impacts of service and fare changes on passengers who are transit-dependent, FTA requires transit

providers to evaluate proposed service and fare changes to determine whether low-income populations will bear a disproportionate burden of the changes."

Title VI protections address a wide range of population groups with respect to potential discrimination they may experience based on their age, race, ethnicity, color, country of origin, immigration status, physical/mental disability, sex (gender), or religious affiliation.

As a grantee receiving FTA financial assistance, GoRaleigh is required to demonstrate compliance with FTA Circular 4702.1B when undertaking applicable actions. The circular outlines requirements for determining and addressing potential disparate and disproportionate impacts that major service changes may have on minority and low-income populations, respectively. According to Chapter 4 of the FTA Circular, fixed route transit providers that are located in urbanized areas with a population of 200,000 or more and operate 50 or more fixed route vehicles in the peak are required to thoroughly study the impacts of any fare or major service changes and consider mitigation strategies as needed. As GoRaleigh meets these thresholds, the agency is required to perform a Title VI Service Equity Analysis of any major service change recommendations on minority and low-income populations.

## 1.2 Methodology

The main components of the service equity analysis include:

- Reviewing proposed route changes and determining if they constitute major service changes requiring further analysis (see Section 1.3 Major Service Change Policies and Thresholds)
- Identifying the location of any Title VI or low-income populations within the transit service area for each of the current and proposed routes.
- Determining whether planned service changes will have a *disparate* impact on minority populations protected under Title VI.
- Evaluating service changes to determine whether low-income populations will bear a *disproportionate burden* of the changes.

Once the FY 2020 proposed route changes were reviewed and major service changes were identified, the following steps were taken to perform the analysis of potential impacts:

- Data from the US Census American Community Survey (ACS) 5-year annual estimates was collected at the Block Group level for GoRaleigh's existing and proposed service areas.
- A 1/3-mile buffer was applied to current and proposed bus routes. Using Geographic Information Systems (GIS), the Census Block Groups intersecting this buffer were used to calculate the low-income and minority populations for GoRaleigh's overall service area and the routes being analyzed. Block Groups will not correspond perfectly with the buffer area; where only a small portion of the Block Group was covered by a route buffer, or where a bus route followed a section of interstate highway, these Block Groups were excluded.
- Population data from the ACS for the routes was compared to the population served by the system overall. These values were compared to the 5 percent (minority) or 2.5 percent (low-income) thresholds (see section 1.3 Major Service Changes and Thresholds for more detail).

The analysis of impacts to minority and low-income populations are determined on a route-by-route basis. Impact comparisons are made using population data around impacted routes compared with the

population of the overall GoRaleigh service area. As discussed in further detail in Major Service Change Policies and Thresholds, proposed service changes are determined to have the potential to have a disparate impact if the minority population for the affected route(s) differs from GoRaleigh's overall service area by more than 5 percent and either experiences a relatively higher proportion of negative impacts or has a relatively lower opportunity to benefit from positive changes. Service changes are determined to have a disproportionate impact if the low-income population for the affected route(s) differs from GoRaleigh's overall service area by more than 2.5 percent and either experiences a relatively higher proportion of negative impacts or has a relatively lower opportunity to benefit from positive changes. These population groups are defined below.

For any impacts identified, proposed service changes were evaluated to determine whether mitigation measures could lessen impacts to minority and low-income populations.

## **Population Definitions**

### ***Minority Populations***

According to FTA Circular 4702.1B, "minority" is defined as: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian or Other Pacific Islander. Minority population was obtained from the ACS 5-year estimates (2013-2017), using table B03002 "Hispanic or Latino Origin by Race." All populations aside from "White, Non-Hispanic" were determined to be minority populations.

### ***Low-Income Populations***

According to the FTA circular, "low-income" means a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines or that falls within a locally-developed income threshold that is at least as inclusive. For service equity analyses conducted by GoRaleigh, persons with household incomes at or below 150 percent of the federal poverty level for a regionally-average household size are determined to be low-income, a more inclusive threshold than the poverty guidelines. A low-income population is further defined by FTA as any readily-identifiable group of low-income persons who live in geographic proximity or who may be geographically dispersed, but who may be similarly affected by a proposed action. Data for low-income populations was collected from the ACS using table C17002 "Ratio of Income to Poverty Level in the Past 12 Months" (2013-2017 5-year estimates).

## **1.3 Major Service Change Policies and Thresholds**

As described in section 1.1 Background and Overview, GoRaleigh is required by FTA to define "major service change" and develop policies for evaluating impacts of proposed major service changes to minority and low-income populations.

GoRaleigh's approved definition of "major service change" triggering further analysis is as follows:

- The addition or elimination of a route;
- A 25 percent expansion or reduction in route-miles or revenue vehicle miles;
- A 25 percent expansion or reduction in the span of service or frequency of any route, as measured in revenue vehicle hours; or
- The expansion or reduction in regular days of service on any route.

### ***Major Service Change Impact Thresholds***

In addition to defining major service changes, FTA requires that agencies establish thresholds for evaluating the impacts of proposed major service changes. A disparate impact policy will help determine if proposed service changes will disproportionately impact minority populations while a disproportionate burden policy will help determine if the adverse effects of service changes are borne disproportionately by low-income populations. For major service changes, a threshold of 5 percent is used by GoRaleigh to determine disparate impacts and a threshold of 2.5 percent for determining disproportionate impacts. Both thresholds are evaluated based on the population data from the ACS and apply to the difference in the minority or low-income population or ridership on the affected routes compared to the minority or low-income populations served by the system overall.

#### **1.4 Service Area Populations**

The following section describes the minority and low-income populations of GoRaleigh's existing service area. Figure 1 in the Appendices shows the service area for existing routes, which is used as the basis for Title VI analysis. The service area includes a one-third mile buffer around all existing GoRaleigh bus routes. Table 1 summarizes the population data for the existing GoRaleigh service area prior to proposed FY 2020 route changes.

**Table 1 - GoRaleigh Existing Service Area**

Total Service Population	Minority Population		Low-income Population*	
	#	%	#	%
<b>395,633</b>	<b>180,908</b>	<b>45.7%</b>	<b>115,838</b>	<b>30.7%</b>
Sources: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B03002, "Hispanic or Latino Origin by Race." and Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."				
*Census population for low-income individuals excludes institutionalized people, people in military quarters, people in college dormitories, and unrelated individuals under 15 years old				

While ACS data is used in the analysis of impacts in this report, it should be noted that demographic information from the 2016 Wake County Transit Systems Customer Survey shows a considerably higher proportion of GoRaleigh riders (almost 68 percent) are identified as African American. This survey also shows that almost 50 percent of GoRaleigh riders have annual household income of \$25,000 or lower. This information shows the significance of bus service in the GoRaleigh service area to minority and transit dependent populations. Such findings are essential to keep in consideration when implementing changes to the existing routes or proposing new service even when Census data is required for the analysis.

### ***Municipal Populations***

The proposed service changes would impact the towns of Garner, Knightdale, and Rolesville, and portions of the city of Raleigh. The following tables present the total minority and low-income populations in each of three towns and the city.

***Table 2 - Municipal Minority Populations***

<b>Municipality</b>	<b>Total Population</b>	<b>Minority Population</b>	<b>Percent Minority</b>
Garner	<b>28,048</b>	<b>13,094</b>	<b>46.7%</b>
Knightdale	<b>14,363</b>	<b>8,433</b>	<b>58.7%</b>
Rolesville	<b>6,308</b>	<b>2,318</b>	<b>36.7%</b>
Raleigh	<b>449,477</b>	<b>209,077</b>	<b>46.5%</b>
Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table B03002, "Hispanic or Latino Origin by Race."			

***Table 3 - Municipal Low-Income Populations***

<b>Town</b>	<b>Total Population*</b>	<b>Low-Income Population</b>	<b>Percent Low-Income</b>
Garner	<b>27,750</b>	<b>5,741</b>	<b>20.7%</b>
Knightdale	<b>14,245</b>	<b>2,063</b>	<b>14.5%</b>
Rolesville	<b>6,308</b>	<b>348</b>	<b>5.5%</b>
Raleigh	<b>429,912</b>	<b>124,373</b>	<b>28.9%</b>
Source: US Census Bureau, American Community Survey 5-year Estimates (2013-2017), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."			
*Census population for low-income individuals excludes institutionalized people, people in military quarters, people in college dormitories, and unrelated individuals under 15 years old			

## 2.0 Major Service Change Impacts

The proposed route changes being evaluated for service equity impacts are the addition of the Rolesville route, and the transition of the Garner and Knightdale routes from GoTriangle to GoRaleigh with changes to routing and type of service. The following sections screen these proposed route changes against GoRaleigh's established policies and thresholds for Title VI service equity evaluations.

### 2.1 Determination of Major Service Changes

Table 4 summarizes the service changes associated with the proposed revisions to the operations, frequency or location of routes and notes major service change thresholds met by each proposed route. All proposed FY 2020 route changes meet the criteria for major service changes. The Rolesville route is a new service; the Garner and Knightdale routes were previously served by GoTriangle but would be new services to the GoRaleigh system and have other proposed route and service changes which meet additional thresholds for major service changes. The GoRaleigh Knightdale route (Route 33) would be a localized service, replacing the existing GoTriangle Knightdale-Raleigh Express, and along with the Garner route (Route 20 / 20L) would shift to all day service from the current peak-only service.

*Table 4- Proposed FY 2020 Route Changes and Service Change Threshold Analysis*

Route #	Route Name	Description of Proposed Changes	Service Threshold Comparison
20 / 20L	Garner	Route pairing replaces existing GoTriangle Route 102. Existing route would become two routes. Delete route segments on Hammond Road and add route segments on Garner Road. Peak-only service becomes all day. In 2023, weekday frequency would increase, and weekend service would be added.	<ul style="list-style-type: none"> <li>• Addition of a new route*</li> <li>• Greater than 25% expansion in span of service</li> </ul>
33	New Hope-Knightdale	Replaces existing GoTriangle Knightdale-Raleigh express. Delete route segments serving downtown Raleigh. Peak-only service becomes all day. In 2023, weekend service will be added.	<ul style="list-style-type: none"> <li>• Addition of a new route*</li> <li>• Greater than 25% expansion in span of service</li> </ul>
401	Rolesville	New route connecting Rolesville and Triangle Town Center. Peak service only.	<ul style="list-style-type: none"> <li>• Addition of a route</li> </ul>
*These existing GoTriangle routes are new to the GoRaleigh system			

## 2.2 Evaluation of Impacts

Table 5 summarizes the route changes and the minority and low-income populations served by each route. This information is used for the impact analysis for each proposed route.

**Table 5 – Route Demographics and Threshold Analysis**

Route #	Route Name	Description of Changes	Route Status	Total Population	Minority Total	Minority %	Low-income Total	Low-income %
20 / 20L	Garner	Deletion and addition of route segments. Peak-only service becomes all day	Existing	28,080	15,818	56.3	9,008	35.7
			Proposed	34,897	22,532	64.6	13,536	41.1
33	New Hope-Knightdale	Delete downtown route segments. Peak-only service becomes all day.	Existing	43,845	27,544	62.8	12,803	30.5
			Proposed	33,909	20,519	60.5	7,173	21.2
401	Rolesville	New route. Peak service only.	Proposed	48,225	21,516	44.6	7,428	15.5
<b>Overall GoRaleigh Service Area</b>								
<b>All Existing Routes</b>				<b>395,633</b>	<b>180,908</b>	<b>45.7</b>	<b>115,838</b>	<b>30.7</b>
			Higher percentage than system average, exceeds threshold	Lower percentage than system average, exceeds threshold				

### Route 20 / 20L – Garner

The Garner route is currently served by GoTriangle (Route 102) and is moving to the GoRaleigh system as a paired route (Route 20 / 20L). The route alignment would move from Hammond Road to Garner Road (and would follow Garner Road on the return trip rather than I-40 and I-440), and the current peak only service would be expanded to all day service, with buses departing every 60 minutes. The Garner-Raleigh route would be split into two route designations (the 20 and 20L), but the same bus would continue through both routes; no transfer would be needed. Future proposed changes for FY 2024 would add all-day service with increased frequency as well as weekend service.

With the routing shifts, the proposed Garner route would serve both minority and low-income populations at greater rates (64.6 percent and 41.1 percent, respectively) than the current GoRaleigh system average and at greater rates than the existing route. When compared with the existing GoTriangle route, the percentage of minority population served by the new route rises from 56.3 percent to 64.6 percent and the percentage of low-income population rises from 35.7 percent to 41.1 percent. Results from the 2016 Wake County Transit Systems Customer Survey show that of the riders on this route who responded, 83.3 percent would be considered minority and 16.7 percent would be considered low-income.

Additionally, the current Raleigh-Garner route serves 16 stops in peak periods; the proposed route increases to 16 stops that would be served all day. Agency staff are currently working to finalize bus stops, working with the municipalities, thus the final number of bus stops may change prior to implementation of new service. For some existing riders utilizing the service during the peak period, transit times may increase.

The analysis shows no potential for disparate impacts to minority populations or disproportionate burdens on low-income populations from the proposed Route 20 / 20L. The proposed route serves these populations at a rate that is not only higher than the existing system average, but also higher than the current GoTriangle route, allowing these populations a proportionally higher potential to benefit from the shifted route, the increased span of service, and the additional stops served. Some existing riders may experience impacts from increased travel times.

### ***Route 33 – New Hope-Knightdale***

The Knightdale route is currently served by GoTriangle (Knightdale-Raleigh express) and is moving to the GoRaleigh system (Route 33). The existing route offers express service between Knightdale and WakeMed Hospital and downtown Raleigh, operating in peak hours only. The new service would expand to all-day but would no longer go directly to WakeMed or downtown Raleigh. In order to reach downtown or WakeMed on the proposed route, riders would transfer (likely to the Route 15-WakeMed) at the New Hope Walmart stop in East Raleigh initially; transfers would shift to the new East Raleigh Transit Center, currently programmed for construction in FY 2021, once it is completed. Future proposed changes for FY 2024 would add weekend service.

The proposed New Hope-Knightdale route would serve minority populations at a greater rate (60.5 percent) than the system average, but low-income populations at a lower rate (21.2 percent). However, these rates are both higher than the respective minority (58.7 percent) and low-income (14.5 percent) populations of the Town of Knightdale. The existing route serves minority populations at a higher rate (62.8 percent) and low-income populations at a comparable rate (30.5 percent) to the system average. Results from the 2016 Wake County Transit Systems Customer Survey show that of riders on this route who responded, 76.5 percent would be considered minority and 63.6 percent would be considered low-income. With the elimination of the portion of the existing route through the WakeMed area and into downtown Raleigh, the proposed route not only serves minority populations at a lower rate than the existing route, it would serve fewer total minority individuals (20,519 compared to 25,544). The proposed route serves low-income populations at a substantially lower rate than the existing route and would serve fewer low-income individuals (7,173 compared to 12,803). While the proposed route serves less population (overall, minority and low-income) based on the route buffer analysis, it replaces an express route that provides peak only service for direct access to downtown Raleigh and WakeMed with a route that would no longer serve downtown Raleigh or WakeMed directly, but would offer all-day service; riders would need to transfer to buses to travel between destinations along the route in Knightdale and the hospital and downtown jobs, services, and amenities, but they would gain access to these areas during non-peak hours that they currently lack by utilizing the new service and transfer.

The current Knightdale-Raleigh express serves only 6 stops; the proposed route increases to 24 stops with expanded service hours. Agency staff are currently working to finalize bus stops, working with the municipalities, thus the final number of bus stops may change prior to implementation of new service. The proposed route may serve additional riders needing local access within east Raleigh and Knightdale.

By transferring to other routes such as the Route 15-WakeMed, riders would have expanded service on an all-day basis, although for existing KRX riders utilizing the service during peak period, transit times to downtown or WakeMed may increase due to both the additional stops and the need to transfer buses to connect between downtown Raleigh and Knightdale.

This analysis shows there may be some potential for disparate impacts to minority populations and disproportionate burdens on low-income populations from the proposed service changes, predominantly for riders who use the KRX to commute between downtown Raleigh and Knightdale at peak periods. The proposed route decreases the proportion and total number of low-income and minority individuals being offered service. However, since the route would be scheduled to connect with existing GoRaleigh services, the impacts would be limited to riders in the a.m. and p.m. peak who would experience increased travel times. In addition, future connections are planned with routes that would connect to Triangle Town Center and Crabtree Valley Mall. Within the eastern portions of the existing route, the proposed route would increase services available to minority, low-income and other individuals, offering additional stops and all-day service which was not previously available.

#### ***Route 401- Rolesville***

The Rolesville route is a new service and would operate during peak hours only. The new Rolesville route would provide service to a new area of Wake County operating between Triangle Town Center in Northeast Raleigh and downtown Rolesville.

The proposed Rolesville route would serve minority populations at a rate close to the system average and within the 5 percent threshold at 44.6 percent. This is higher than the Town of Rolesville's minority population at 36.7 percent. The population of low-income individuals served by this route is lower than the system average by roughly one-half; the average is 30.7 percent while the population of the proposed route is 15.5 percent. However, this is substantially higher than the low-income population of the Town of Rolesville at 5.5 percent.

This analysis shows no potential for disparate impact to minority populations and limited to no potential for disproportionate burden on low-income populations. While the rate of low-income populations served by the proposed route is lower than the GoRaleigh system average, it is substantially higher than Rolesville's low-income population and likely serves relatively more of the low-income populations living in this area of Wake County. This route is new service and these population in this area would otherwise not receive any service.

### **3.0 Mitigation and Alternatives**

Throughout the process of developing the proposed routes and service changes, GoRaleigh considered public comments as well as feedback from the local municipalities to design the routes that best served the target areas.

The Town of Knightdale expressed an interest in targeted service to particular areas, such as Habitat for Humanity homes and low-income housing, and requested service that provides a bi-directional connection to a Knightdale Station Park. The new Knightdale route involves the loss of direct access to downtown, requiring a transfer by existing (peak hour only) riders. However, these impacts are mitigated to an extent by the provision of all-day local service and a loop desired by the community,

increasing the number of stops to 24 from 6 current stops and adding weekend service. Further, the loss of direct downtown access would be partially mitigated by a new East Raleigh Transit Center, programmed for construction in FY 2021, which would make the connection to downtown smoother and further supports transit and accessibility in this area of Wake County.

Compared to the existing route, the new Garner route would serve additional stops and provide all day local service and a loop desired by the community that better serves transit needs in this area of Wake County; weekend service would also be added. The new Rolesville route provides new service to this area of Wake County. By monitoring and including this route in future surveys, the need for future adjustments and any mitigation can be identified. This is something that can be applied to all routes within the context of the overall system.

#### 4.0 Public Involvement

Under FTA Circular 4702.1B Title VI guidelines, recipients of Federal financial assistance are required to establish a public participation plan that describes the proactive strategies, procedures, and desired outcomes for public participation activities. GoRaleigh's most recent Public Participation Plan was prepared in 2018. Promoting inclusive public participation is a central consideration for the FTA Circular 4702.1B, which further requires integrating the content and considerations of Title VI, the Executive Order on LEP, and the DOT LEP Guidance into the public participation process for any federally-funded service area changes.

GoRaleigh held a series of public meetings to obtain feedback on the proposed FY 2020 routes in late April 2019. These meetings included informational handouts, display boards, comments forms, and the opportunity to discuss the proposed service changes with GoRaleigh staff and provide comments to the agency. Promotional materials for these public meetings are included in Appendix B. A public hearing was also held in early May 2019 at the Raleigh Transit Authority Meeting to present proposed service expansions. The public meeting opportunities are summarized in the following table:

**Table 6 - Public Meetings**

Date	Meeting Type	Time	Location
<b>April 16, 2019</b>	Public Meeting	<b>5:00pm - 7:00pm</b>	<b>Garner Town Hall - 2nd Floor</b>
<b>April 18, 2019</b>	Public Meeting	<b>6:00pm - 8:00pm</b>	<b>Knightdale Station Park</b>
<b>April 23, 2019</b>	Public Meeting	<b>4:00pm - 6:00pm</b>	<b>Rolesville Town Hall</b>
<b>May 9, 2019</b>	Public Hearing	<b>4:00pm - 6:00pm</b>	<b>Raleigh Transit Authority Meeting - Council Chambers</b>

Approximately 31 individuals were in attendance and eleven comments were received at the April public meetings in advance of the May public hearing. Public outreach will continue throughout summer 2019

to inform riders about the upcoming service changes including attendance at community events and festivals.

To support outreach to date and future outreach, GoRaleigh uses a variety of promotional and notification strategies. These include: website and social media updates; distribution via the goraleigh.org listserv; message boards; placards posted on buses and at GoRaleigh stations; handouts distributed by bus drivers; and press releases.

## **5.0 Conclusions**

The service equity analysis performed for the proposed Garner and Rolesville routes has shown that these changes are not anticipated to result in disparate impacts for minority populations or disproportionate burdens for low-income populations. Overall, the Garner route would serve a higher number of minority and low-income individuals than the existing route and would increase the span of service to all day from peak only for the same number of stops. The new Rolesville route would provide new access for riders that are not currently served.

The existing Knightdale route provides express service from Knightdale to WakeMed and downtown Raleigh; this route runs only on weekdays during peak hours. However, the proposed route would serve additional stops and would include an expansion from peak-only service to all-day service and would add weekend service in 2023. The greatest potential for negative impacts on the Knightdale route is born by current riders utilizing express service; these riders would no longer have direct access to WakeMed or downtown Raleigh. To reach these destinations, riders would have to transfer, increasing travel times. Demographic analysis for the proposed Knightdale route shows potential for negative impacts: minority and low-income populations served by the proposed route are lower than those served by the existing route, although only low-income riders on the new route are served at a lower percentage than the system average.

The results from this service equity analysis support the plan for the proposed changes to these routes with continued attention by GoRaleigh to ensure that further mitigation and alternatives are identified as needed.

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<https://goforwardnc.org/wp-content/uploads/2018/08/Short-Range-Transit-Plan-Booklet.pdf>

## Appendix A: Maps

Figure 1: Existing GoRaleigh System and Service Area

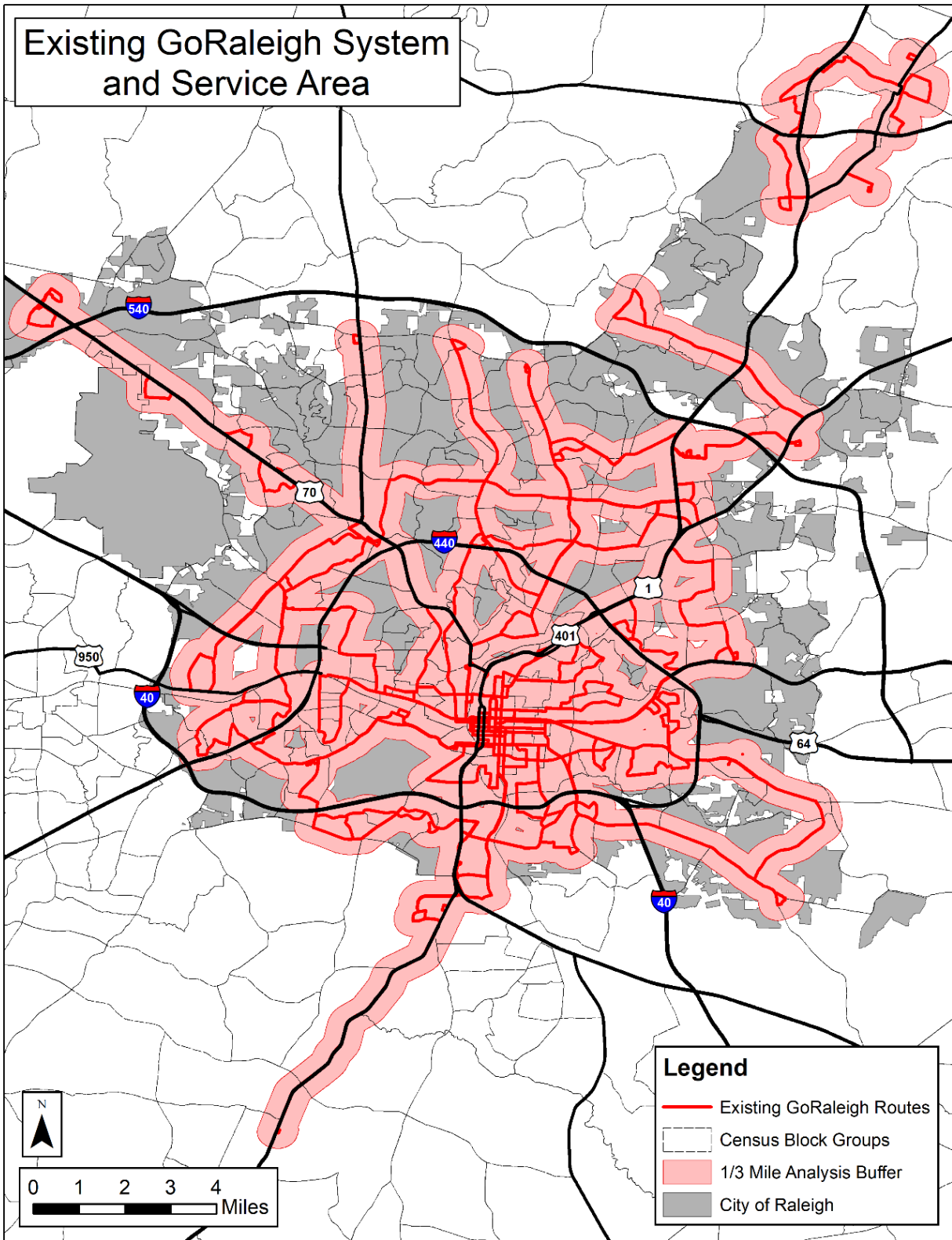


Figure 2: Proposed Garner Route and Service Area

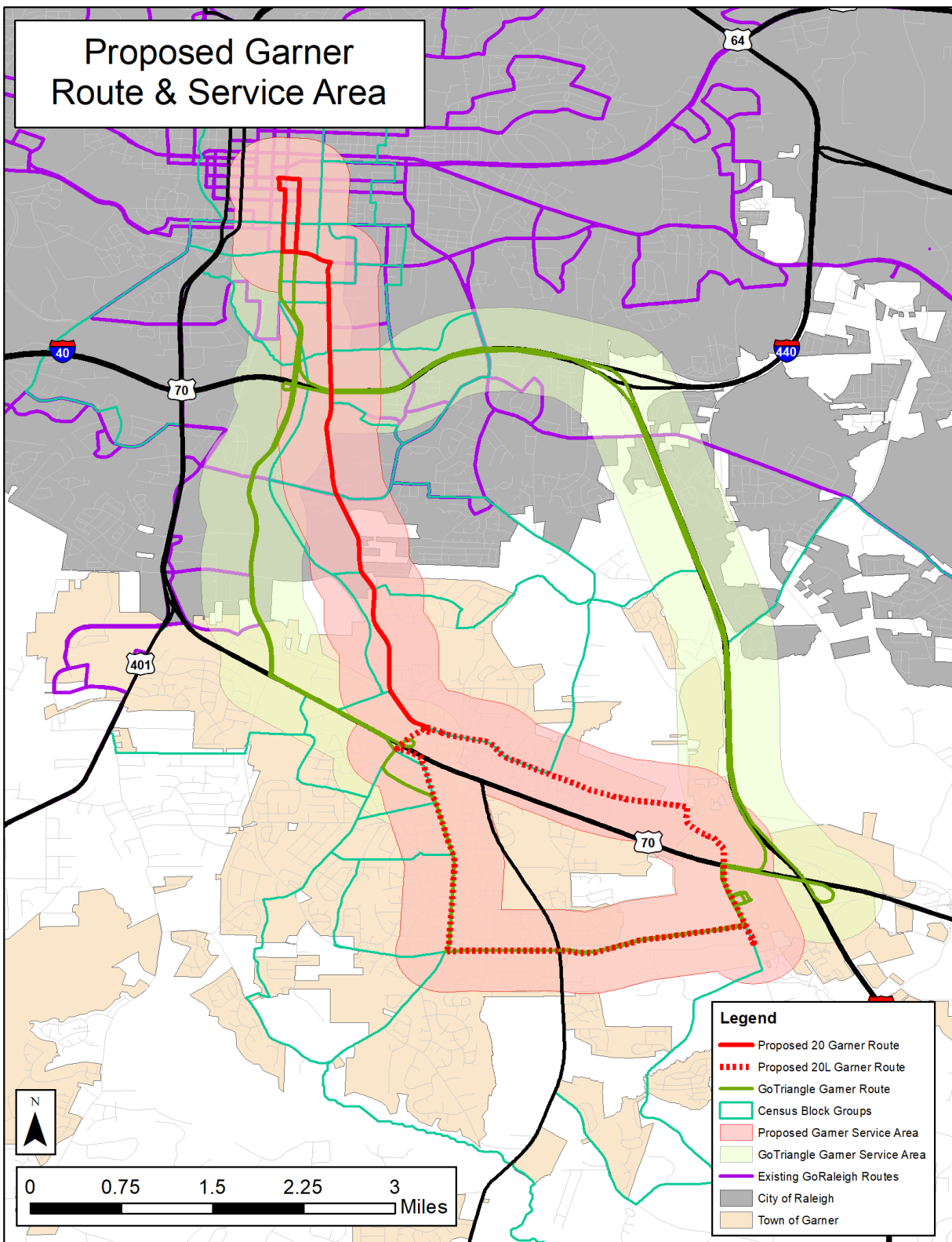


Figure 3: Proposed Knightdale Route and Service Area

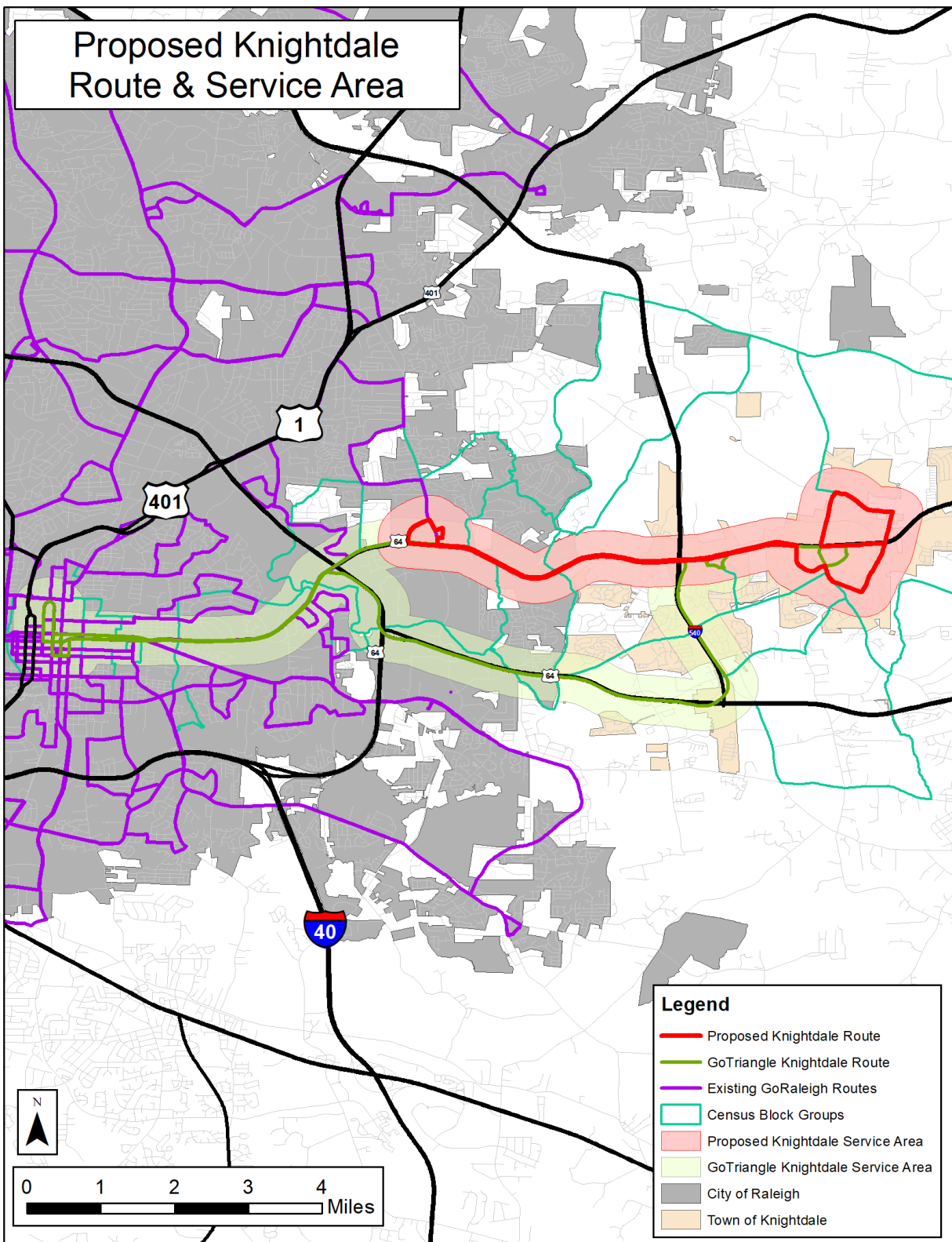
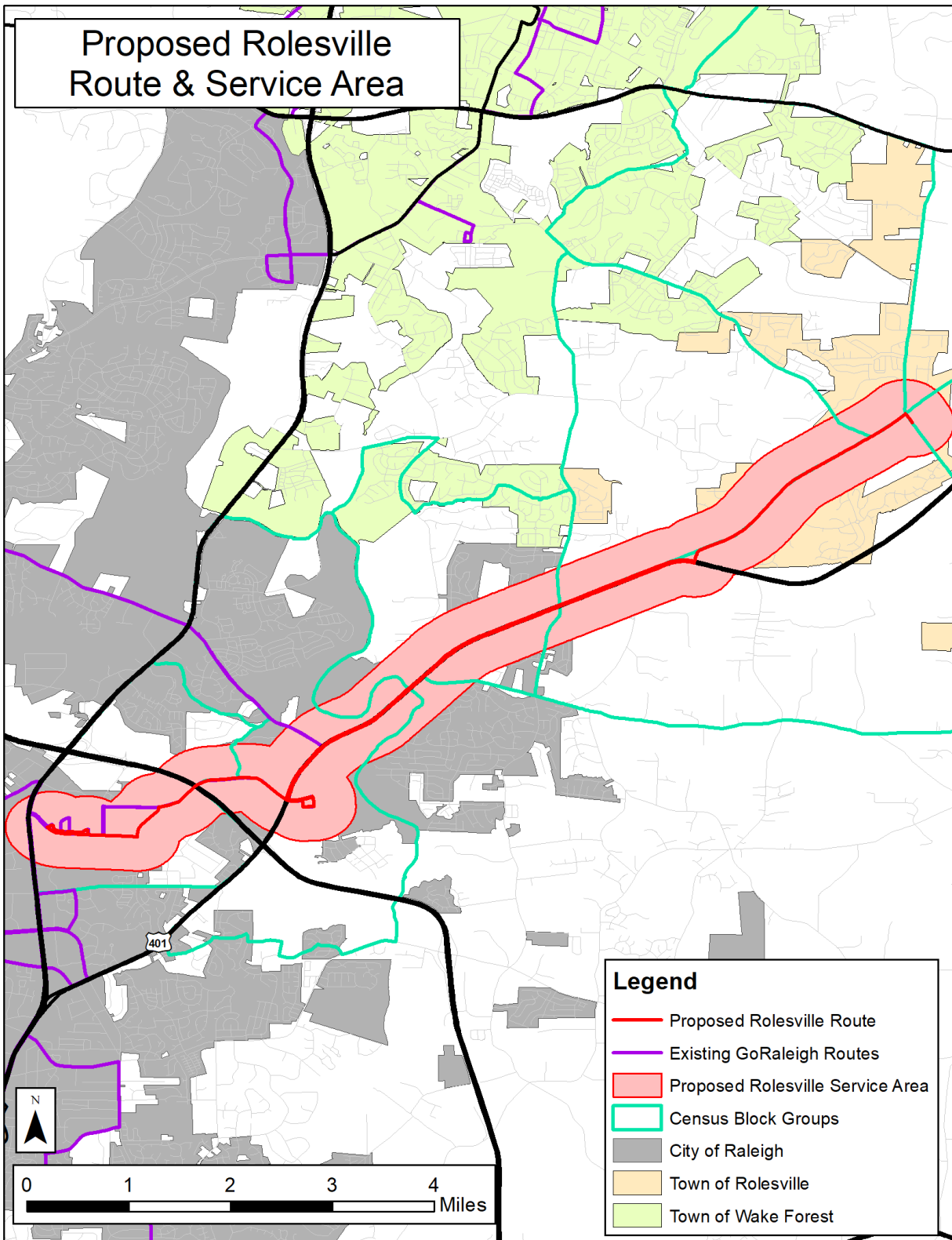


Figure 4: Proposed Rolesville Route and Service Area



## Appendix B: Public Engagement Materials

Figure 5: Announcements and Fliers



### **GoRaleigh is extending bus service starting this September in Knightdale, Garner & Rolesville!**

#### **KNIGHTDALE**

- GoTriangle's route KRX would be replaced by GoRaleigh route 33.
- Route 33 would connect Knightdale to the New Hope Commons shopping center, which is served by multiple routes.
- GoRaleigh's route 15 (WakeMed) would connect onward with frequent service to downtown Raleigh.
- Route 33 will provide hourly service weekdays, 6am - 9pm.

#### **GARNER**

- GoTriangle's route 102 would become GoRaleigh route 20.
- The proposed GoRaleigh route 20 would operate along Garner Road, eliminating the Hammond Rd portion.
- Route 20 would provide all-day weekday service once an hour from 5:30am to 12:30am.

#### **ROLESVILLE**

- New service will connect Rolesville with Triangle Town Center weekdays during peak hours only.
- Connections to multiple bus routes and frequent service will be available at Triangle Town Center.
- Major destinations: Rolesville, Rolesville Park-and-Ride, Wake Tech Northern Campus, Triangle Town Center.

**For more information:  
goraleigh@raleighnc.gov  
or 919-996-3942**



## PUBLIC MEETINGS: September 2019 New Services

Services will extend to:	Public Meetings
<b>GARNER</b> Mon-Fri, 6am-Midnight	<b>Tuesday, April 16, 5pm-7pm</b> Garner Town Hall - 2nd Floor 900 7 <sup>th</sup> Ave, 3rd Floor, Garner
<b>KNIGHTDALE</b> Mon-Fri, 6am-9pm	<b>Thursday, April 18, 6pm-8pm</b> Knightdale Station Park 810 N. First Ave, Knightdale
<b>ROLESVILLE</b> Mon-Fri, Express Service During Peak Periods Only	<b>Tuesday, April 23, 4pm-6pm</b> Rolesville Town Hall 502 Southtown Circle, Rolesville



Comments in person or [goraleigh@raleighnc.gov](mailto:goraleigh@raleighnc.gov) thru May 9<sup>th</sup>

## PUBLIC HEARING: September 2019 New Services

**Thursday, May 9<sup>th</sup>, 4pm**  
at the Raleigh Transit Authority Meeting  
Council Chambers - 222 W. Hargett St, 2<sup>nd</sup> Floor

*Proposed service expansions:*

**GARNER**  
Mon-Fri, 6am-Midnight

**KNIGHTDALE**  
Mon-Fri, 6am-9pm

**ROLESVILLE**  
Mon-Fri, Express Service During  
Peak Periods Only



More info: [goraleigh@raleighnc.gov](mailto:goraleigh@raleighnc.gov) or 919-996-3942



Figure 6: General Comments

Comment Number	How was information provided	Comment
1	GoRaleigh Email	<p>I attended two of your public meetings about you future expansions of bus routes coming this fall. One of my suggestions is why doesn't the Rolesville Route continue down Louisburg Rd (401) to Capital and give people on the road service. I drive that road a lot and see people frequently walking up and down that road to bus stops down on Capital Blvd. I do however like the Knightdale route that serves Knightdale and think that it will be a good route. I use transit for my leisure to go to and from downtown and to take my child to parks and outings.</p> <p>I also have a concern that I was told to direct to this email. I notice that some of the new bus routes still have old signage and bus numbering at the stops. It has proven to be confusing for some. Some think that there are now multiple buses serving a route and it is just a number change. Can you please change the numbers and signage at the stops to reflect the current routes running on all stops. Also when will we see the CATS bus stop signage changed. It seems that the re branding happened years ago yet we still have a lot of old bus stop signage all over the city.</p> <p>Another thing that I hear a lot of in the city riding transit and along with coworkers is why this city and region is not working to build a rail system to move people faster than buses. BRT is a good option in some places but it is not always the best solution. We would all love to have the ability to vote on a comprehensive transit plan that includes buses, BRT and rail to include both commuter and light rail. I think we need to get ahead of the population growth or we could end up like Seattle who waited for years and they are just now building their rail plan after turning down federal funding years ago, which ended up going to Atlanta's Rail System. It attracts people to move, vacate and visit here because the city would have a network that is easy and fast to use. The best way to get people out of their cars is to give them a faster option than they have driving. We have to market it in a way that they would want to use transit. Helping them see it is faster because you don't have to worry about parking and paying to park or the time to get from a parking garage to their desk. We also need more than one connection to the airport that only comes thru downtown. I live in north Raleigh. It would not be better for me to Ride downtown to catch another bus back to the airport when I can time wise drive or take uber to the airport and shave off approx 1 to 1.5hrs of travel time. That's why the new North Raleigh Triangle Transit route needs to go to the Airport. People want more connections to the airport and I know that is the most asked for route option is to and from the airport. My hopes is one day a train will server the airport and make the connection to downtown better as Fort Worth Texas did with Tex Rail or Denver did with their RTD commuter rail. These are just a few of my many suggestions. I hope that I can provide more feedback in the coming months and years for the system. <b>[Staff responded and provided additional information]</b></p>
2	GoRaleigh Email	<p>Routes to Garner, Knightdale, Rolesville. As usual, the NW quadrant is ignored. There is negligible service between Capital Blvd and Creedmoor Rd and none along Glenwood to Brier Creek. Congrats! You've screwed the same large part of Raleigh again. <b>[Staff responded and provided additional information]</b></p>

Figure 7 – Garner Comments

Comment Number	How was information provided	Comment
1	At Garner Public Meeting	No Crosstown opportunities; customer currently travels to NC State Centennial Campus and would like to see better connections to other routes (GoRaleigh, NCState and GoTriangle) ; Better connections to the greenways as well
2	At Garner Public Meeting	Provided a stop suggestion (Cloverdale, right before Tyron Road); very interested in the services there
3	At Garner Public Meeting	Would like to have notifications at the stops for those who do not have phone or other forms of technology; Would like to see more convenient services and better connection
4	At Garner Public Meeting	Cab service out to Poole Road; Better connections to Poole Road area
5	At Garner Public Meeting	To have a bus coming closer will be greater; hope that the train service can stop one day
6	GoRaleigh Email	Inquiry: Would I be able to use this route? I live off of Vandora Springs Road <b>[Staff responded]</b>
7	GoRaleigh Email	I think the idea to use Garner Road is excellent. As an educator in the ESL program given at Garner United Methodist Church, I am excited to see how this move will enable many students to come to class. We have spoken in the past about the dilemma that many residents along Garner Rd. do not have transportation. We even considered using the church bus to bring them down. With this plan and schedule, they can take class and do their food shopping at Food Lion. It will help the residents and businesses. Thank you for being so attuned to the needs of the community.

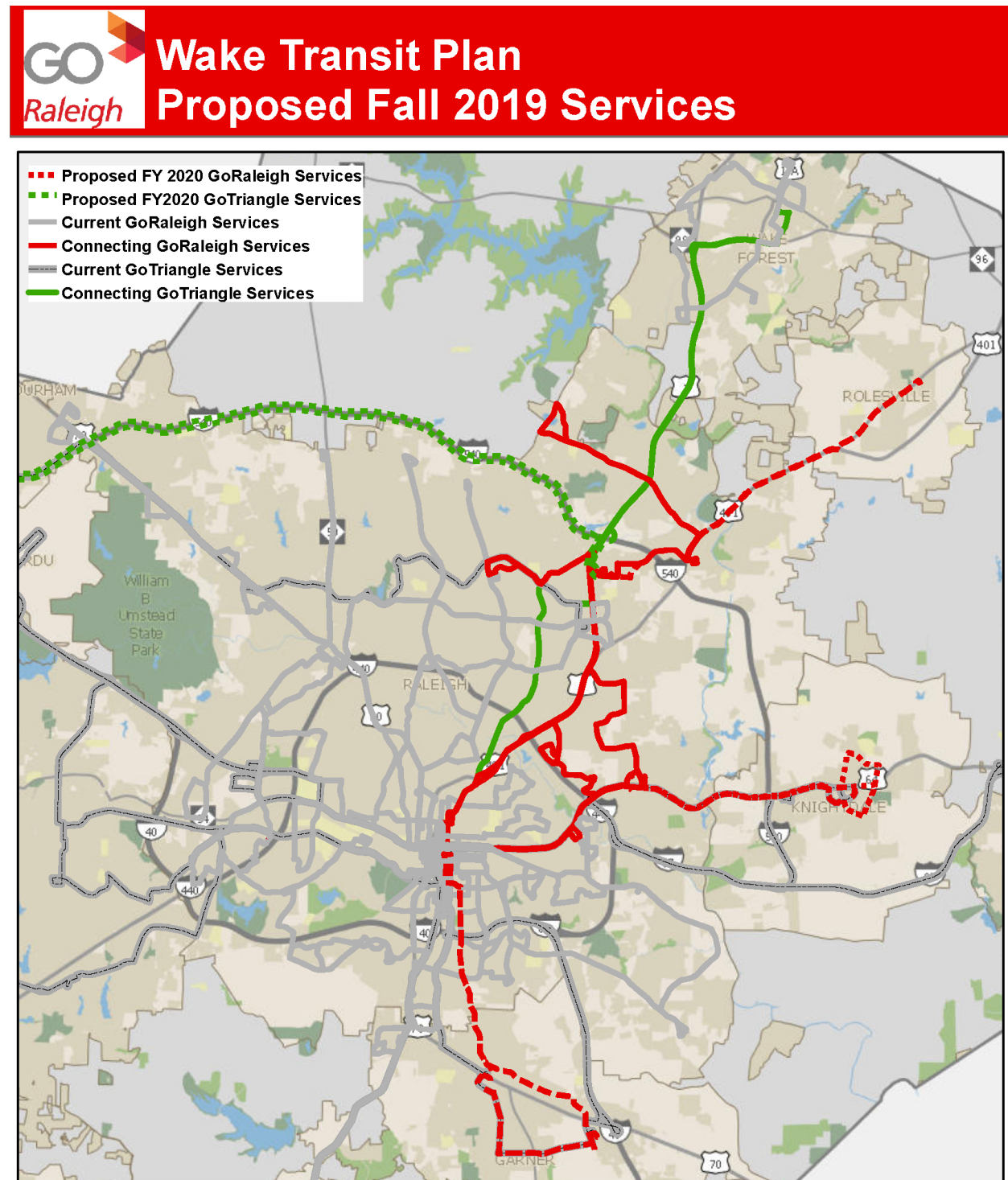
**Figure 8 – Knightdale Comments**

<b>Comment Number</b>	<b>How was information provided</b>	<b>Comment</b>
<b>1</b>	At the Knightdale Public Meeting	I am going to miss the straight shot to downtown but I am glad you are going to keep the bus route and give more service
<b>2</b>	At the Knightdale Public Meeting	Parking is an issue where there are partnerships[s]. There should be some local service between Rex and New Hope Road.
<b>3</b>	At the Knightdale Public Meeting	Thank you for this opportunity to participate in the changes/improvements to Knightdale! Would love a local bus within the basic 1.25 fare. Definitely need clearly marked bus stops that are accessible to young and especially older ones. Stops at all of the local shopping areas, Walmarts, Lowes Food, Target, Aldi's, etc, The hotel, the Rex Wellness Center and Duke/Raleigh Urgent Care Center. Please be sure to provide detailed emails or posters or a website that will explain how to use the service, cost, etc because many are new to this area and NC in general. We look forward to these long awaited Great changes.
<b>4</b>	At the Knightdale Public Meeting	I'd like to consider population served using a larger radius. Perhaps weighting the numbers for .25, .33, .5, 1. Riders will be combination of choice and need and using various modes to the stops. I love the plan for Eastern Transit Center. I'd like trip planner to have walking or biking between stops or 2.5 mph, 5mph, or 10mph.

**Figure 9 – Rolesville Comments**

Comment Number	How was information provided	Comment
1	At the Rolesville Public Meeting	Keep in mind hours that high school students get out of schools and may have to get home from [after school] work; Market the benefits of riding the bus versus driving
2	At the Rolesville Public Meeting	I hope to see bicycle racks adjacent to the bus stops
3	GoRaleigh Email	This is a great plan for the community, the young people especially, having access to Wake Technical Comm. College, Capital Blvd, downtown Raleigh during the peak hours. Great idea. Cars, car insurance, gas are all very expensive, we need this service.
4	GoRaleigh Email	In response to the proposed transit route: Rolesville to Triangle Mall. I don't think it would be used near enough to offset the driver wages, gas, maintenance ect. Most people that live up here tend to make the longer drive to Crabtree Mall because the shopping is much better. Or they order on line. A better use of transit would be a route from Rolesville/WakeForest to sources of jobs: downtown Raleigh or North Raleigh during peak hours.
5	GoRaleigh Email	My bus operator for the WRX gave me a notice that an express route might come to Rolesville. I will not be able to attend the meeting on April 23rd, but I wanted to voice my support for a Rolesville Express route.
6	GoRaleigh Email	<p>I am emailing my positive opinion on providing a Rolesville Mon-Fri. Express Service during peak hours only.</p> <p>I currently live in Wake Forest, off Mitchell Mill Road, and take the Wake-Forest express at the Park and Ride, Triangle Town Center to downtown Raleigh. However, if an express route was added from Rolesville with the same hours or half hours, I would prefer commuting from Rolesville, depending on the Park and Ride location.</p> <p>I think adding this additional route would be beneficial to those of us who live and/or commute through the Rolesville area to downtown.</p> <p>I would add that having schedules that alternate every half hour with the WFX would be beneficial for those who have a 7:30 am - 4:30 pm, 8:30 am - 5:30 pm or 9:30 am - 6:30 am schedule.</p> <p>I have heard a lot of comments during my commute to and from downtown that adding a half hour express route to downtown would really benefit a lot of us working downtown.</p> <p>I appreciate your considering my feedback.</p>

Figure 10 – General Map



Map updated April 2019 by City of Raleigh Department of Transportation- Transit Division.  
This map is provided as public information resource and geographic representation. Every reasonable effort has been made to assure the validity and quality of this information. This geographic representation are not legal documents and are not intended to be used as such. The City of Raleigh and GoRaleigh Transit System makes no guarantee, express or implied, as to the accuracy, reliability, utility or completeness of this information. In addition, no liability is assumed either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken or not taken by the user in reliance upon this map or information provided herein.

Figure 11 – Proposed route for Garner

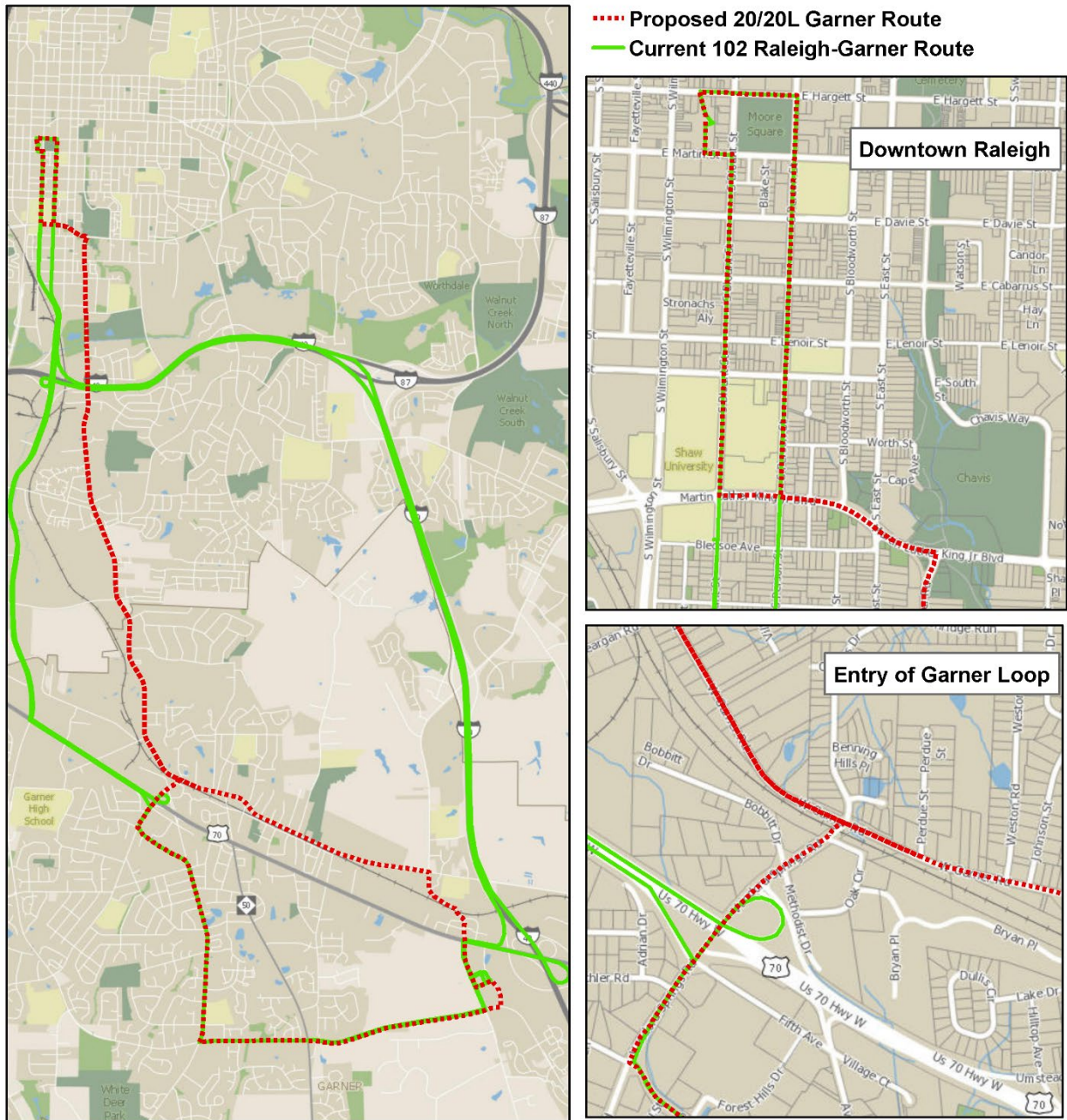


## Wake Transit Plan

# Proposed Garner Route

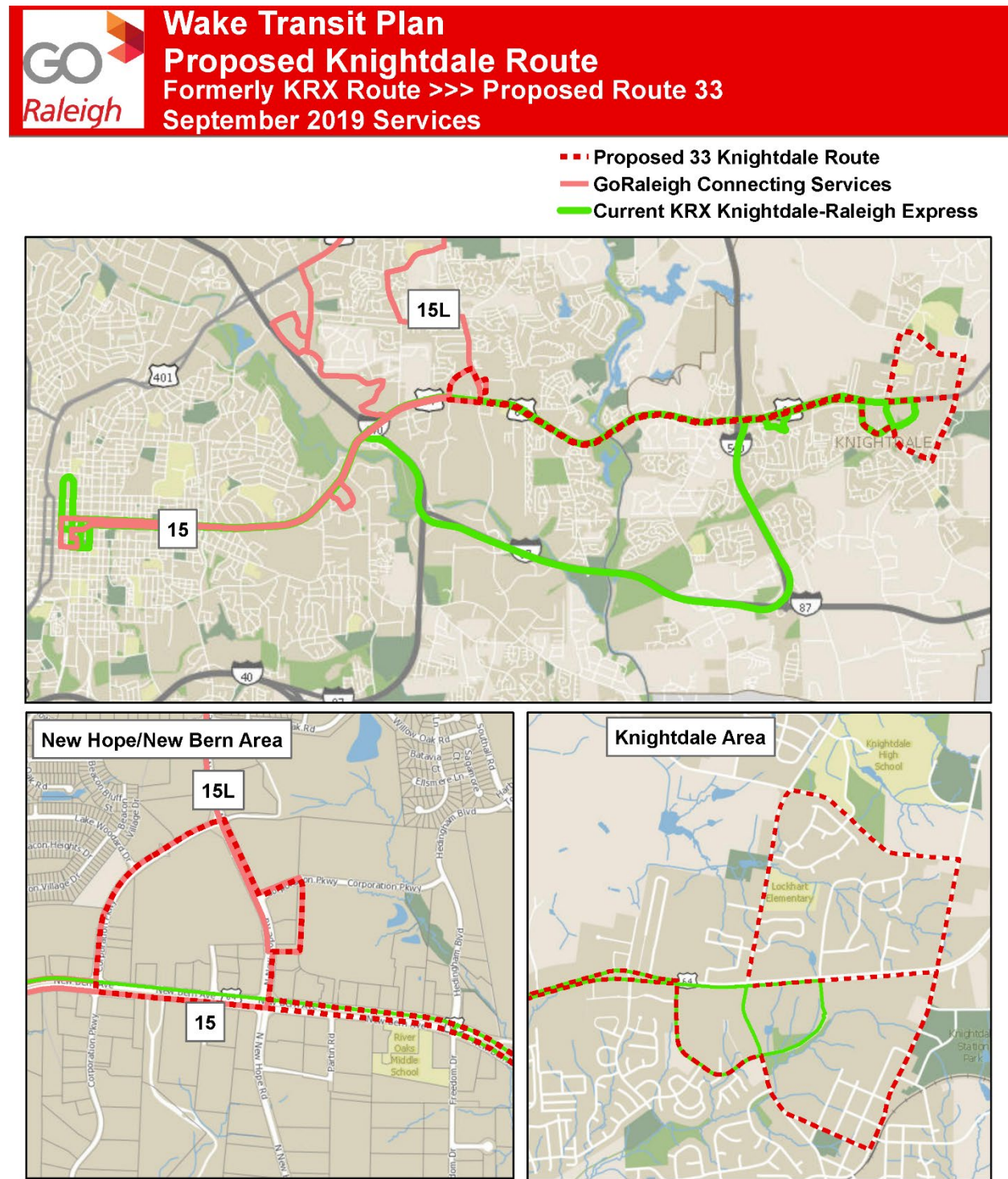
Formerly Route 102 >>> Proposed Route 20

September 2019 Services



Map updated April 2019 by City of Raleigh Department of Transportation- Transit Division.  
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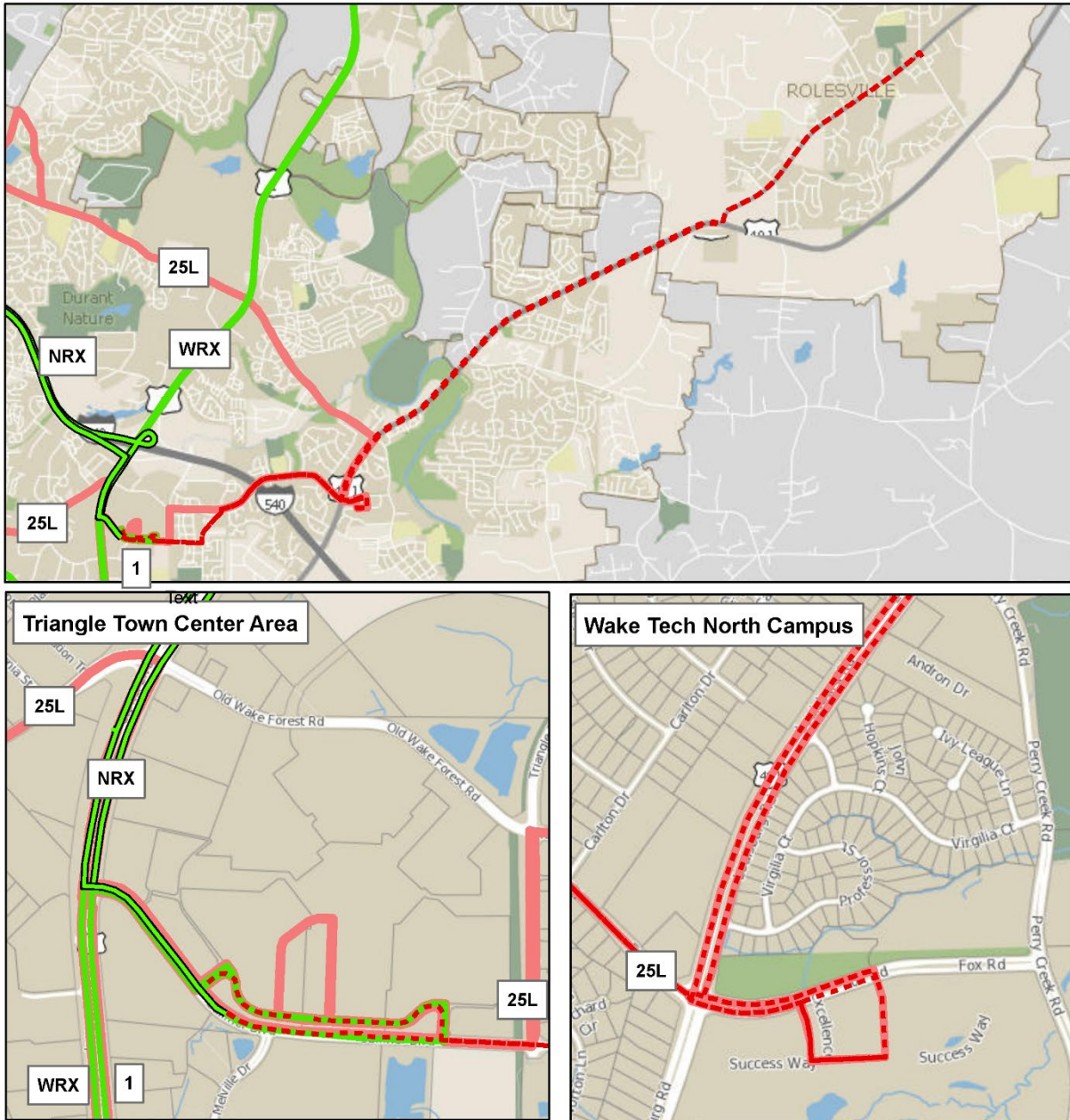
Figure 12 – Proposed route for Knightdale



Map updated April 2019 by City of Raleigh Department of Transportation- Transit Division.

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Figure 13 – Proposed route for Rolesville



Map updated April 2019 by City of Raleigh Department of Transportation- Transit Division.  
 This map is provided as public information resource and geographic representation. Every reasonable effort has been made to assure the validity and quality of this information. This geographic representation are not legal documents and are not intended to be used as such. The City of Raleigh and GoRaleigh Transit System makes no guarantee, express or implied, as to the accuracy, reliability, utility or completeness of this information. In addition, no liability is assumed either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken or not taken by the user in reliance upon this map or information provided herein.



September 4, 2019

**To:** Finance and Policy Committee

**From:** Morgan L. Simmons  
Senior Transit Planner

**RE:** GoRaleigh Transit Asset Management Plan (TAMP)

In federal compliance with 49 CFR § 625, Tier II transit providers are required to develop a Transit Asset Management Plan (TAMP), which assesses, monitors and reports the physical condition of assets utilized in the operation of the transit system. Tier II transit systems are defined as those agencies that operate 100 vehicles or less during peak service. This document is updated every four (4) years.

Also, under MAP 21 and the FAST Act, FTA requires the implementation of performance-based approaches to transit planning efforts. As a result, transit providers are required to develop performance targets for the state of good repair (SGR) of transit system assets. In addition, the transit system's identified measures are coordinated with the regional performance targets, which are set and approved by the Capital Area Metropolitan Planning Organization (CAMPO) every four (4) years. This also includes an annual reporting of performance targets to CAMPO.

In October 2018, GoRaleigh developed and completed its plan, which include:

- ☑ an assessment of the current conditions of capital assets,
- ☑ what the conditions and performance of asset should be (if not currently in SGR),
- ☑ identified risks, including safety risks, if an asset is no longer in a SGR, and
- ☑ the best ways to balance and prioritize funds toward improving asset conditions and a sufficient level of performance.

Although this document was developed and completed, there is no record of concurrence from the Raleigh Transit Authority (RTA). ***Staff is requesting review and approval of this document.***

# TRANSIT ASSET MANAGEMENT PLAN



4104 Poole Rd  
Raleigh, NC 27610

# TRANSIT ASSET MANAGEMENT PLAN

October 2018

## Mission Statement

GoRaleigh seeks to provide high quality affordable public transportation services that are safe, reliable, useful, accessible and efficient. To this end, all employees shall conduct themselves in a professional manner; work to ensure the safety and security of passengers; seek new opportunities to improve and/or expand services; and coordinate public transit services with other agencies, organizations, and transit providers.

## About GoRaleigh

GoRaleigh is an independent subsidiary of the City of Raleigh, which is responsible for providing fixed route bus public transportation service in Raleigh, North Carolina. All revenue, non-revenue vehicles, facilities, and equipment are owned by the City of Raleigh, and operated and maintained by GoRaleigh.

GoRaleigh currently provides the Wake County urbanized area with scheduled mass transportation bus service. GoRaleigh's bus fleet operates on routes serving the Raleigh area, including several municipalities within the Wake County, so that approximately 88% of the population resides within one-quarter of a mile of a bus route. Route frequency of the various routes averages out to about every forty-five minutes, with some routes operating every 15 minutes. Our current service hours are between approximately 4:30 am and 12:00 am, Monday through Friday, 5:00 am and 12:00 am on Saturdays, and 5:00 am and 11:30 pm on Sundays . GoRaleigh also assists persons with disabilities in fulfilling their transportation needs and to meet requirements of the Americans with Disabilities Act of 1990. This Special Transportation Efforts Program (S.T.E.P.) is available in the General Service Area of GoRaleigh.

## Revision History

**Agency Name:** GoRaleigh, FTA Recipient ID/UZA: 40007

**Accountable Executive:** Marie Parker, General Manager

**Initial Adoption Date:** 8/1/2018

**Original Effective Date:** 8/1/2018

Last Modified By (Name):		Last Modified (Date):
Matthew Franklin		8/1/2018

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# Executive Summary

A Transit Asset Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies to keep transit systems in a State of Good Repair (SGR). By implementing a TAMP, the benefits include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven maintenance decisions; and
- System safety & Performance outcomes.

The consequences of an asset not being in a SGR include:

- Safety risks (Accidents per 100,000 revenue miles);
- Decreased system reliability (On-time performance);
- Higher maintenance costs; and/or
- Lower system performance (Missed runs due to breakdown).

## Transit Asset Management Plan (TAMP) Policy:

GoRaleigh has developed this TAMP to aid in: (1) Assessment of the current condition of capital assets; (2) determine what condition and performance of its assets should be (if they are not currently in a State of Good Repair); (3) identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of Good Repair; and (4) deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) toward improving asset condition and achieving a sufficient level of performance within those means.

## Agency Overview:

GoRaleigh provides both fixed route bus and paratransit public transportation services to approximately 5.1 million passengers annually in the greater Raleigh area. As a North Carolina-designated local government entity (municipal authority), GoRaleigh has an extensive core inventory of vehicles and capital assets, including the following:

- 99 Fixed route buses; and
- A centrally-located administration/operations/vehicle storage/refueling & maintenance facility.

Raleigh's transit system has been in operation for more than a century, under several different operators. The fixed route bus system has been most recently operated by Transdev/Veolia. The system went through a period of rapid demand in the early 2000's.

Local operating conditions of the transit system consist of weekday service from 4:30 am to 12:00 am, and Saturday/Sunday service from 5:00 am to 12:00 am. The operating climate conditions in the service area consist of cold and icy winter weather for four months out of the year. Winter weather conditions account for the occasional use of road salt and liquid "brine", which has limited impact on the bodywork and undercarriage/ frame structure of revenue and service vehicles, and not led any to no longer be usable in a state of good repair. Additionally, warm weather

conditions characterize on average six to eight months out of the year. Warmer weather conditions place a strain on the A/C and climate controls of revenue service vehicles during the varying four seasons experienced in the service area.

GoRaleigh's efforts to implement an asset management approach began in 2016 when a new management team was employed. This change in GoRaleigh's financial management, updated fleet & facility maintenance plans and funding approach, has led the agency to assess the condition of its existing assets and determine its needs over time for keeping the now expanding system in a state of good repair.

# SECTION 1: INTRODUCTION & APPLICABILITY

GoRaleigh is committed to operating a public transportation system that offers reliable, accessible and convenient service with safe vehicles and facilities. Transit Asset Management (TAM) is an administrative management process that combines the components of investment (available funding), rehabilitation and replacement actions, and performance measures with the outcome of operating assets in the parameters of a State of Good Repair (SGR).

GoRaleigh is currently operating as a FTA-defined Tier II transit operator in compliance with (49 CFR § 625.45 (b)(1)). Tier II transit providers are those transit agencies that operate 100 vehicles or less in fixed-route revenue service during peak regular service, or has 100 or less vehicles in general demand response service during peak regular service hours.

This TAMP provides an outlay of how GoRaleigh will assess, monitor, and report the physical condition of assets utilized in the operation of the public transportation system. GoRaleigh's approach to accomplish a SGR includes the strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality of information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at a minimum practicable cost. This document shall cover a "horizon period" of time (7/1/2019 to 6/30/2023) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in 2018, and ending four years later in FFY 2023. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations occurring at GoRaleigh.

## The Accountable Executive:

Per FTA TAM requirements, each transit operator receiving FTA funding shall designate an "Accountable Executive" to implement the TAM Plan. GoRaleigh's Accountable Executive shall be the General Manager. GoRaleigh's General Manager must balance transit asset management, safety, day-to-day operations, and expansion needs in approving and carrying out the TAM Plan and a public transportation agency safety plan.

The General Manager shall be responsible to ensure the development and implementation of the TAM Plan, in accordance with §625.25 (*Transit Asset Management Plan requirements*). Additionally, the General Manager shall be responsible to ensure the reporting requirements, in accordance with both § 625.53 (*Recordkeeping for Transit Asset Management*) and § 625.55 (*Annual Reporting for Transit Asset Management*) are completed. Furthermore, the General Manager shall approve the annual asset performance targets, TAMP document, and SGR Policy. These required approvals shall be self-certified by the General Manager via the annual FTA Certifications and Assurances forms in TrAMS.

## TAMP Elements:

As a Tier II public transportation provider, GoRaleigh has developed and implemented a TAMP containing the following elements:

- (1) Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
- (2) Asset Condition Assessment: A condition assessment of those inventoried assets for which GoRaleigh has direct ownership and capital responsibility.

- (3) Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that GoRaleigh uses to estimate capital investment needs over time, and develop its investment prioritization.
- (4) Investment Prioritization: GoRaleigh's project-based prioritization of investments, developed in accordance with §625.33.

## Definitions:

Accountable Executive: Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: Means a register of capital assets, and information about those assets.

Capital Asset: Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Means an article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-Use Maintenance Facility: Means a maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility: Means a building or structure that is used in providing public transportation.

Full Level of Performance: Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

Implementation Strategy: Means a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

**Infrastructure:** Means the underlying framework or structures that support a public transportation system.

**Investment Prioritization:** Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

**Key Asset Management Activities:** Means a list of activities that a transit provider determines are critical to achieving its TAM goals.

**Life-Cycle Cost:** Means the cost of managing an asset over its whole life.

**Participant:** Means a tier II provider that participates in a group TAM plan.

**Performance Measure:** Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (*e.g.*, a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

**Performance Target:** Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

**Public Transportation System:** Means the entirety of a transit provider's operations, including the services provided through contractors.

**Public Transportation Agency Safety Plan:** Means a transit provider's documented comprehensive agency safety plan that is required by 49 U.S.C. 5329.

**Recipient:** Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

**Rolling Stock:** Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

**Service Vehicle:** Means a unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

**State of Good Repair (SGR):** Means the condition in which a capital asset is able to operate at a full level of performance.

**Subrecipient:** Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

**TERM Scale:** Means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

**Tier I Provider:** Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

**Tier II Provider:** Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

**Transit Asset Management (TAM):** Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

**Transit Asset Management (TAM) Plan:** Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transit Asset Management (TAM) Policy:** Means a transit provider's documented commitment to achieving and maintaining a state of good repair for all of its capital assets. The TAM policy defines the transit provider's TAM objectives and defines and assigns roles and responsibilities for meeting those objectives.

**Transit Asset Management (TAM) Strategy:** Means the approach a transit provider takes to carry out its policy for TAM, including its objectives and performance targets.

**Transit Asset Management (TAM) System:** Means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

**Transit Provider (provider):** Means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

**Useful life:** Means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

**Useful life benchmark (ULB):** Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

## **State of Good Repair (SGR) Standards Policy:**

GoRaleigh's SGR policy is as follows:

A capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

- (1) If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of if other capital assets within a public transportation system are in a SGR;
- (2) The asset is able to perform its manufactured design function;
- (3) The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility; and
- (4) The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, rehabilitation and replacements (ULB).

The TAMP allows GoRaleigh to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle, and enhances the ability to maintain a SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

GoRaleigh shall establish annual TAM and performance goals based upon tangible criteria related to asset performance. Established TAM goals include rolling stock ULB, equipment ULB, equipment TERM, and facility TERM scales (see Table 1.1).

<b>Table 1.1 GoRaleigh Annual TAM Goals: FY 2019</b>		
<b>Category</b>	<b>Class</b>	<b>Performance Target</b>
Rolling Stock	Buses	4% of fleet exceeds default ULB of 14
Equipment	Vehicles	9% of non-revenue service vehicles exceeds default ULB of 8
Equipment	Non-vehicle equipment	0% of equipment rated under 3.0 on TERM scale
Facilities	Admin/Maintenance Facility	0% of facilities rated under 3.0 on TERM scale
	Passenger Facility	0% of facilities rated under 3.0 on TERM scale

<b>GoRaleigh Annual Performance Goals: FY 2019</b>		
<b>Category</b>	<b>Class</b>	<b>Performance Target</b>
Performance	Mile Between Road Calls	>8000 miles
Performance	On-time Performance	85%

It is the belief of GoRaleigh that TAMP implementation and monitoring provides a framework for maintaining a SGR by considering the condition of its assets in relation to the local operating environment. GoRaleigh has developed its SGR policies to account for the prevention, preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal of these policies is to allow GoRaleigh to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle, while balancing prioritization of capital, operating and expansion needs. The two foundational criteria of SGR performance measures are *Useful Life Benchmark* (ULB) and *Condition*.

### **Useful Life Benchmark:**

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment. ULB criteria are user defined, whereas ULB takes into account, a provider's unique operating environment (service frequency, weather, geography). When developing Useful Life Benchmarks (ULB),

GoRaleigh recognized and took into account the local operating environment of its assets within the service area, historical maintenance records, manufacturer guidelines, and the default asset ULB derived from the FTA. In most cases, if an asset exceeds its ULB, then it is a strong indicator that it may not be in a state of good repair.

For the purposes of this TAMP, GoRaleigh utilized assets (facilities, equipment, and fixed route rolling stock) were assessed by using the FTA default ULB metrics (see Table 1.2).

<b>Table 1.2 GoRaleigh Asset Useful Life Benchmarks: FY 2019</b>		
<b>Asset Classification</b>	<b>Asset Item</b>	<b>ULB Years</b>
Rolling stock: Revenue Vehicle, Fixed Route	Bus, STD 29 FT / (FR) Motor bus, Gillig Low Floor	14
Rolling stock: Revenue Vehicle, Fixed Route	Bus, STD 35 FT / (FR) Motor bus, Gillig Low Floor	14
Rolling stock: Revenue Vehicle, Fixed Route	Bus, STD 40 FT / (FR) Motor bus, Gillig Low Floor	14
Rolling stock: Revenue Vehicle, Fixed Route	Bus, STD 40 FT / (FR) Motor bus, Gillig, Hybrid, Low Floor	14
Rolling stock: Revenue Vehicle, Fixed Route	Bus, STD 40 FT / (FR) Motor bus, Orion V	14
Rolling stock: Revenue Vehicle, Demand Response		8
Equipment: Non-Revenue Service Vehicle	Passenger Van / (FR) Ford E350	8
Equipment: Non-Revenue Service Vehicle	Shuttle Vehicle / (FR) Passenger sedan	8
Equipment: Non-Revenue Service Vehicle	Minivan / (FR) Supervisor/ADA augment	8
Equipment: Non-Revenue Service Vehicle	Service Truck / (FR) Ford F350 DRW	8
Equipment: Non-Revenue Service Vehicle	Pickup truck (Maintenance support) / (FR) F250/350	8
Facility: Administrative and Maintenance	RTOF Administrative & Operations	40
Facility: Administrative and Maintenance	RTOF Maintenance Shop	40
Facility: Administrative and Maintenance	RTOF Service Lane	40
Facility: Administrative and Maintenance	RTOF Wash Building	40
Facility: Administrative and Maintenance	RTOF Pole Barn	40
Facility: Passenger Transfer Station	GRS Transfer Station	40

## Condition Assessment:

The physical condition of an asset is rated as an SGR performance measure because it is a direct reflection of its ability to perform its intended function. As part of the TAMP SGR Standards, GoRaleigh requires each vehicular asset and facility meeting FTA TAMP criteria to have a physical condition assessment conducted on an annual basis, where applicable. The condition assessments use a rating scale to rate the current physical appearance, maintenance requirements, safety and accessibility of an asset, “as it currently sits”. See Section 3 for more information on condition assessments.

## SGR Performance Measures & Targets:

SGR performance measures combine the measures of ULB and physical condition to create a performance measures from which asset performance targets can be derived on an annual basis. These performance measures are directly related to asset lifecycle (ULB & condition) and maintenance needs. By the time an asset meets or exceeds its assigned ULB, it should have reached its prescribed mileage, maintenance, and condition requirements. Further information related to annual SGR targets can be found in Section 6. FTA-defined SGR performance measures include:

- **Rolling Stock: (Age)** The SGR performance measure for rolling stock is the percentage of revenue vehicles (fixed route & paratransit) within a particular asset class that have either met or exceeded their ULB.
- **Equipment (non-revenue service vehicles): (Age)** The SGR performance measure only applies to non-revenue service vehicles. The SGR performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.

- Facilities: (Condition) The SGR performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the FTA TERM Scale.

## SECTION 2: ASSET INVENTORY PORTFOLIO

The following capital asset items that are operated and maintained by GoRaleigh, but are owned by the City of Raleigh, who has direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities (see Table 2.1). At the time of this writing, GoRaleigh is not a grantee that operates passenger rail service. Therefore, GoRaleigh does not have any associated rail infrastructure in its asset portfolio.

<b>Table 2.1 GoRaleigh TAMP Asset Inventory Summary: FY 19</b>				
<b>Asset Category</b>	<b>Total #</b>	<b>Avg. Age</b>	<b>Avg. TERM Condition</b>	<b>Total Value</b>
Rolling Stock: FR	90	7.97		\$ 45,000,000.00
Rolling Stock: DR	16	5.63		\$ 859,520.00
Facility	6	7		\$ 33,740,831.01
Equipment (service Vehicles)	23	5.90		\$ 569,267.40
Equipment (>50K)	12	6.92		\$ 2,846,845.00
<b>Total</b>				<b>\$ 83,016,463.41</b>

GoRaleigh utilizes internal spreadsheet reports to maintain inventory, schedule maintenance, and track the condition of assets. Assets are inventoried and tracked by entering the data into the spreadsheet. GoRaleigh maintenance department utilizes the Faster software system to track and schedule fleet and facility maintenance.

### Rolling Stock

The City of Raleigh operates two public transportation service divisions, Fixed Route Bus and Demand Response Paratransit. Rolling stock is a city-owned and operated in the provision of providing public transportation, and includes vehicles used to primarily transport passengers. GoRaleigh does not utilize or operate any third-party rolling stock assets, with the exception being a short-term lease of 9 LTV's. In addition to the TAMP, data for rolling stock assets is maintained and updated in the Faster system by the Parts Manager. The following required data fields are maintained for each rolling stock asset (public transit vehicle):

External Vehicle ID	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or Rehab Year
Year Built/In Service Date/Age	License Plate
Reported Condition Assessment	Gross Vehicle Weight
Purchase Cost	Vehicle Features
Purchase Date	Capacity: Seating/Wheelchair
Purchase Status (New/Used)	Length of Vehicle
Purchase Source (Dealer/Vendor)	Current Status of Vehicle
Fuel Type	Storage location
Make/Model	Disposition Date, Cost & Buyer

Grant Source Used for Purchase (State/Federal/ %)  
SGR Status

Grant Number

GoRaleigh's operates a public transportation service division, Fixed Route Bus. The fixed route bus service fleet inventory consists of 29', 35', and 40' Gillig diesel and diesel-electric hybrid buses (see Table 2.2 in Appendix A).

The demand response paratransit fleet inventory consists of 16 Champion Crusader vans. (see Table 2.2.1 in Appendix A).

## Equipment:

Equipment evaluated per FTA requirements in this TAMP, is all non-revenue service vehicles regardless of value, and any authority-owned equipment with a cost of over \$50,000 in acquisition value. Equipment includes non-revenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. GoRaleigh does not utilize or operate any third-party non-revenue service vehicle equipment assets. All non-revenue service vehicle equipment assets are owned and operated by GoRaleigh.

## Equipment: Non-Revenue Service Vehicles

GoRaleigh operates 20 non-revenue service vehicles in its daily operations (see Table 2.3 in Appendix A). Three minivans with wheelchair capability, and four sedans are primarily used for supervisor and administrative purposes. GoRaleigh also operates six sedans and four 15 passenger vans, that are primarily used for administrative use and driver shuttles. GoRaleigh operates three Ford pickup trucks that are used for fleet, shelter, and facility maintenance. Lastly, GoRaleigh operates a Ford F-350 service truck that is used for responding to maintenance-related road calls and accidents involving revenue vehicles.

In addition to the TAMP, data for non-revenue service vehicle equipment assets is maintained and updated in the Faster system, and internal spreadsheet on a quarterly basis by the Director of Maintenance. The following required data fields are maintained for each non-revenue service vehicle equipment asset:

External Vehicle ID	Asset Tag #
Asset Description	Classification
Vehicle Type	Last Maintenance Performed
Vehicle Title Ownership	Expected Useful Life
Mileage	Expected Useful Miles
VIN Number	Useful Life Benchmark (UBL)
Manufacturer	Anticipated Replacement or Rehab Year
Year Built/In Service Date/Age	License Plate
Reported Condition Assessment	Gross Vehicle Weight
Purchase Cost	Vehicle Features
Purchase Date	Capacity: Seating
Purchase Status (New/Used)	Length of Vehicle
Purchase Source (Dealer/Vendor)	Current Status of Vehicle
Fuel Type	Storage location
Make/Model	Disposition Date, Cost & Buyer
Grant Source Used for Purchase (State/Federal %)	Grant Number
Book Value	SGR Status

## Equipment: At or Over \$50,000 in Acquisition Value

Equipment is any city owned asset item (single line item or group) with a cost at or over \$50,000 in acquisition value. Equipment includes items that are utilized in the operations of providing public transportation service. GoRaleigh does not utilize or operate any third-party equipment assets. All equipment assets are owned by the City of Raleigh and operated by GoRaleigh.

In the provision of operating a public transportation system, GoRaleigh utilizes five key equipment elements that have an acquisition value of \$50,000 or more (see Table 2.4). These five equipment elements are all part of the Facility asset class, specifically, GoRaleigh Administration & Maintenance Facility, and Fuel Island Facility.

							FY	2019
Item #	Classification	Item	In-service year	Age	Qty.	Status	Owner/Capital Responsibility	Total Replacement Cost
	Equipment: Admin./Maintenance Facility	Paint Booth	2011	8	1	In-service	COR	\$ 360,000
	Equipment: Admin./Maintenance Facility	Bus Wash System	2009	10	1	In-service	COR	\$ 228,143
	Equipment: Admin./Maintenance Facility	Bus Wash System	2011	8	1	In-service	COR	\$ 285,000
	Equipment: Admin./Maintenance Facility	Cyclone Vehicle Cleaning System	2011	8	1	In-service	COR	\$ 190,000
	Equipment: Admin./Maintenance Facility	8 Station Lube System*	2011	8	1	In-service	COR	\$ 257,000
	Equipment: Fuel Island Facility	Above Ground Fuel Storage Tanks	2011	8	4	In-service	COR	
	Equipment: Admin./Maintenance Facility	Air Compressor*	2011	8	2	In-service	COR	*
	Equipment: Admin./Maintenance Facility	Transit Bus Operator Simulator	2013	6	1	In-service	COR	\$ 402,572
	Equipment: Admin./Maintenance Facility	VIS Wheel Polisher	2014	5	1	In-service	COR	\$ 99,965
	Equipment: Admin./Maintenance Facility	DPF Cleaning System	2016	3	1	In-service	COR	\$ 50,475
	Equipment: Fare Collection	Ticket Vending Machine	2017	2	5	In-service	COR	\$ 290,690
	Equipment: Admin./Maintenance Facility	In-Ground Lifts	2011	8	4	In-service	COR	\$ 555,000
	Equipment: Admin./Maintenance Facility	Mobile Column Lifts	2011	8	16	In-service	COR	\$ 128,000

\* Represents combined cost for replacement

In addition to the TAMP, data for non-vehicle equipment assets is maintained and updated in the Faster System, and internal spreadsheet on an annual basis by the Director of Maintenance. The following required data fields are maintained for each non-vehicle equipment asset with an acquisition value of \$50,000 or more:

Type	Book Value
Asset Tag	Location
Description	Acquisition Date
Status	Purchase Source
Age	Cost
Condition	Item Serial Number
Rehabilitation Year	Model
Replacement Year	Grant Source Used for Purchase (State/Federal %)
Vendor	Grant Number
Quantity	Disposition Date, Cost & Buyer
Units	SGR Status

## Facilities

Facilities are any structure used in providing public transportation operated and maintained by GoRaleigh, while the City of Raleigh owns and has a direct capital responsibility. Facilities utilized, but not necessarily owned or operated, by GoRaleigh include: operations, maintenance and administrative buildings, and passenger stations.

GoRaleigh operates and maintains one “compound” location which contains five facility assets-those being the Administrative, Maintenance, Fuel Island, Bus Wash, and Pole Barn. In addition, one off site passenger transfer station in downtown Raleigh is operated and maintained by GoRaleigh (see Table 2.5).

GoRaleigh Facility Inventory													FY	2019
Facility Description	Asset Classification	Location	Year Built	Lot Size (Acres)	Building Size	Status	Mode Serviced	Owner/Capital/ Budget Responsibility	Age	ULB (FTA)	ULB Met	Primary Funding Mechanism	Replacement Cost	
RTOF Admin/Operations*	Administrative/ Maintenance Facility	Poole Rd	2011	22.87	28769	In-Service	FR	COR	8	40	No	Federal/FTA	\$ 23,740,831	
RTOF Maintenance Facility*	Administrative/ Maintenance Facility	Poole Rd	2011	22.87	53220	In-Service	FR	COR	8	40	No	Federal/FTA	*	
RTOF Fuel Island*	Administrative/ Maintenance Facility	Poole Rd	2011	22.87	7237	In-Service	FR	COR	8	40	No	Federal/FTA	*	
RTOF Wash Building*	Administrative/ Maintenance Facility	Poole Rd	2011	22.87	7482	In-Service	FR	COR	8	40	No	Federal/FTA	*	
RTOF Pole Barn*	Administrative/ Maintenance Facility	Poole Rd	2011	22.87	4489	In-Service	FR	COR	8	N/A	No	Federal/FTA	*	
GoRaleigh Station	Bus Passenger Facility	Blount St	2017	N/A	7033	In-Service	FR	COR	2		No	Federal/FTA	\$ 10,000,000	

\* Facility is part of one "compound" location,

In addition to the TAMP, data for facility assets is maintained and updated in the Faster, and an internal spreadsheet on an annual basis by the Director of Maintenance. The following required data fields are maintained for each facility asset:

Asset Ownership	Build Cost
Asset Description/Name	Purchase Date
Physical Location/Address	In-Service Date
Asset Tag #	Purchase Status (New/Used)
External ID	Expected Useful Life
Classification	Land Owner
Asset Type	Building Owner
Status	Facility Size
Age/Year Built	Section of Larger Facility
Reported Condition	Percent Operational
Last Maintenance	Number of Structures
Book Value	Number of Floors
Rehabilitation Year	Number of Elevators or Escalator
Replacement Year	Number of Parking Spaces (Public,Private, ADA)
Vendor/Builder	Line Number
FTA Facility Classification	LEED Certification Status
Interior (Sq. Ft.)	Features & Amenities (ADA)
Lot Size	Disposition Date, Cost & Buyer
Grant Source Used for Purchase (State/Federal %)	Grant Number
SGR Status	

## SECTION 3: ASSET CONDITION ASSESSMENT

The TAM Rule requires inclusion of condition assessments in an agency's TAM Plan. Condition assessments should collect sufficient information to inform asset replacement.

Reference: 49 CFR Part 625 Subpart C Section 625.25(b)(2) "... a TAM Plan must include ...

(2) A condition assessment of those inventoried assets for which a provider has direct capital responsibility. A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets and to inform the investment prioritization."

**Vehicle Condition Assessment:** Condition ratings for vehicles are expressed in terms of the percentage of assets that are 'at', or 'beyond' the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a.

**Facilities and Facility Equipment Condition Assessment:** In order to determine an asset's condition, the FTA's Transit Economic Requirements Model (TERM) scale is being used. A TERM scale condition rating ranges from (5) Excellent to (1) Poor. Per the FTA TAM Final Ruling, assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a condition score lower than 2.9 are not in a state of good repair, and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service.

### Rolling Stock

Condition ratings for rolling stock are expressed in terms of the percentage of assets that are 'at', or 'beyond' the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a. In addition, a Rolling Stock condition assessment consists of assigning a condition rating to all rolling stock assets for which GoRaleigh operates and maintains.

The fixed route bus rolling stock condition assessment can be found on Table 3.2 in Appendix A. The demand response rolling stock condition assessment can be found on Table 3.2.1 in Appendix A.

### Equipment: Non-Revenue Service Vehicles

Condition ratings for non-revenue service vehicles are expressed in terms of the percentage of assets that are 'at', or 'beyond' the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a. In addition, a non-revenue condition assessment consists of assigning a condition rating to all non-revenue service vehicles and equipment over \$50,000 in acquisition value assets for which GoRaleigh owns and has a direct capital responsibility.

The non-revenue service vehicle equipment condition assessment can be found on Table 3.3.

GoRaleigh Equipment (Non-Revenue Service Vehicle) Condition Ratings											FY	2019
Vehicle #		Year	Make	Model	Fuel Type	Age	Mileage	UL	ULB	ULB Met	Condition	
											Rating	
445	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	85905	8	8	NO		
449	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	84348	8	8	NO		
450	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	49678	8	8	NO		
521	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	119767	8	8	NO		
6024	Equipment (Non-Revenue Vehicle): Pickup Truck	2008	Ford	F-150	Unleaded	11	93066	8	8	YES		
6029	Equipment (Non-Revenue Vehicle): Sport Utility Vehicle (SV)	2010	Dodge	Journey	Unleaded	9	136657	8	8	YES		
6031	Equipment (Non-Revenue Vehicle): Sedan (AO)	2011	Ford	Fusion	Unleaded	8	197057	8	8	YES		
6032	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Nissan	Leaf	Electric	7	51059	8	8	NO		
6033	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Nissan	Leaf	Electric	7	53885	8	8	NO		
6034	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Toyota	Camry	Unleaded-Hybrid	7	124798	8	8	NO		
6035	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Toyota	Camry	Unleaded-Hybrid	7	101355	8	8	NO		
6036	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Toyota	Camry	Unleaded-Hybrid	7	51449	8	8	NO		
6037	Equipment (Non-Revenue Vehicle): Minivan (MV)	2012	Dodge	Caravan	Unleaded	7	92576	8	8	NO		
6038	Equipment (Non-Revenue Vehicle): Minivan (MV)	2016	Dodge	Caravan	Unleaded	3	35871	8	8	NO		
6039	Equipment (Non-Revenue Vehicle): Minivan (MV)	2016	Dodge	Caravan	Unleaded	3	45379	8	8	NO		
6040	Equipment (Non-Revenue Vehicle): Sedan (AO)	2017	Ford	Fusion	Unleaded	2	54775	8	8	NO		
6041	Equipment (Non-Revenue Vehicle): Sedan (AO)	2017	Ford	Fusion	Unleaded	2	55506	8	8	NO		
6042	Equipment (Non-Revenue Vehicle): Pickup Truck	2017	Ford	F-250	Unleaded	2	7976	8	8	NO		
6043	Equipment (Non-Revenue Vehicle): Pickup Truck	2017	Ford	F-350	Unleaded	2	5930	8	8	NO		
6044	Equipment (Non-Revenue Vehicle): Pickup Truck	2017	Ford	F-350	Unleaded	2	6656	8	8	NO		
008	Equipment (Non-Revenue Vehicle): Sedan (AO)	2009	Toyota	Camry	Unleaded-Hybrid	10	192982	8	8	YES		

The non-vehicle equipment condition assessment can be found on Table 3.4.

GoRaleigh Non-Vehicle Equipment Condition Ratings								FY	2019
Item #	Classification	Item	In-service year	Age	Qty.	Status	Total Replacement Cost	Condition	
								Rating	
	Equipment: Admin./Maintenance Facility	Paint Booth	2011	8	1	In-service	\$ 360,000		
	Equipment: Admin./Maintenance Facility	Bus Wash System	2009	10	1	In-service	\$ 228,143		
	Equipment: Admin./Maintenance Facility	Bus Wash System	2011	8	1	In-service	\$ 285,000		
	Equipment: Admin./Maintenance Facility	Cyclone Vehicle Cleaning System	2011	8	1	In-service	\$ 190,000		
	Equipment: Admin./Maintenance Facility	8 Station Lube System	2011	8	1	In-service	\$ 257,000		
	Equipment: Fuel Island Facility	Above Ground Fuel Storage Tanks	2011	8	4	In-service			
	Equipment: Admin./Maintenance Facility	Air Compressor	2011	8	2	In-service	*		
	Equipment: Admin./Maintenance Facility	Transit Bus Operator Simulator	2013	6	1	In-service	\$ 402,572		
	Equipment: Admin./Maintenance Facility	VIS Wheel Polisher	2014	5	1	In-service	\$ 99,965		
	Equipment: Admin./Maintenance Facility	DPF Cleaning System	2016	3	1	In-service	\$ 50,475		
	Equipment: Fare Collection	Ticket Vending Machine	2017	2	5	In-service	\$ 290,690		
	Equipment: Admin./Maintenance Facility	In-Ground Lifts	2011	8	4	In-service	\$ 555,000		
	Equipment: Admin./Maintenance Facility	Mobile Column Lifts	2011	8	16	In-service	\$ 128,000		
							\$ 2,846,845		

## Facilities

For Facilities assets, condition assessments are scheduled and completed using in-house staff and outside contractors where a particular set of skills or experience are necessary. GoRaleigh assesses the condition of its facility assets on an annual basis by utilizing the FTA TERM (Transit Economic Requirements Model) condition rating assessment scale (see Table 3.1).

<b>Table 3.1 FTA TERM Rating Scale</b>		
<b>Rank</b>	<b>Category</b>	<b>Description</b>
5.00	New/Excellent	<b>New asset; no visible defects.</b>
4.00	Good	<b>Some slightly defective/deteriorated component(s).</b>
3.00	Adequate	<b>Some moderately defective/deteriorated component(s).</b>
2.00	Marginal	<b>Increasing # of defective/deteriorated component(s) &amp; maintenance needs.</b>
1.00	Poor	<b>In need of immediate repair or replacement; Item is a safety hazard, and may have critically damaged component(s).</b>

This rating scale assigned a numerical value or rank based on the physical condition(s) presented by each individual asset throughout its life cycle. The rating scale is based on numbers 1 to 5, with five being new and one being poor. Assets with a rating of 3 or higher are considered to be in a SGR. All completed asset inspection forms are documented in the data set of the GoRaleigh TAMP Data companion document.

The inspection process and documentation forms utilized to assess facility and vehicle assets are detailed in the Facility Maintenance Plan.

GoRaleigh will utilize the ratings in Table 3.1 when completing an asset condition assessment.

However, for the purposes of NTD reporting (Inventory & Condition Submittal), all City of Raleigh owned and 3<sup>rd</sup> party owned facility assets (regardless of direct capital responsibility) are included in the Facility Asset Inventory (see Table 2.6). Only City owned facility assets with a direct capital responsibility are assigned a facility asset condition rating. At the time of this writing, the City of Raleigh only owns, operates, and has a direct capital responsibility for its Administrative, Maintenance, Fuel Island, Bus Wash, and Pole Barn. These four separate Administrative & Maintenance facilities are located within a single “compound”. However, each of these facility assets were inspected and assessed individually. In addition, one-off site passenger transfer station is owned by the City of Raleigh, and operated and maintained by GoRaleigh.

As detailed in GoRaleigh Facility & Equipment Maintenance Plan, each condition assessment inspection will take place in July/August of each calendar year. The inspection of major facility components and subcomponents will be conducted by the Director of Maintenance and another management staff member, with results and data reported to the General Manager. Facility equipment assets that have an acquisition value of \$50,000 or greater will also be included in the facility condition assessment inspection.

As detailed in the Facility and Equipment Maintenance Plan (SGR Facility/Building/Equipment Inspection Procedures & Inspection Assessment Standards), the process developed to assess the condition of the facilities where GoRaleigh has direct capital responsibility and ownership is as follows:

1. Define the facility components and sub-components;
2. Establish the condition assessment language based on the FTA TERM Scale;
3. Conduct the assessment on an annual basis, to be conducted in August of each year;
4. Calculate the overall condition by using the *Median Value Method*; and
5. Document and report the assessed condition.

In addition, GoRaleigh facility inspector(s) will gather and review the following elements before conducting a condition assessment inspection:

- Agency inspection & maintenance procedures/schedules found in the Fleet and Facility Maintenance Plans;
- Inspection schedule/alignment with reporting schedule;
- Data needs;
- Warranty status & age of components;
- Third-party inspection records; and
- Previous inspection records.

The components and sub-components that will be inspected for a condition assessment in an Administrative/Maintenance and/or Passenger/Parking Facility can be found in the Facility and Equipment Maintenance Plan (SGR Facility/Building/Equipment Inspection Procedures & Inspection Assessment Standards). The 2018 facility condition assessment rating data can be found on Table 3.5.

GoRaleigh Facility Condition Rating Assessment											FY 2019
<u>Facility Description</u>	<u>Asset Classification</u>	<u>Location</u>	<u>Year Built</u>	<u>Lot Size (Acres)</u>	<u>Building Size</u>	<u>Mode Serviced</u>	<u>Owner/Capital/Budget Responsibility</u>	<u>ULB (FTA)</u>	<u>ULB Met</u>	<u>Primary Funding Mechanism</u>	<u>Condition Rating</u>
RTOF Admin/Operations*	Administrative/ Maintenance	Poole Rd	2011	22.87	28769	FR	COR	40	No	Federal/FTA	
RTOF Maintenance Facility*	Administrative/ Maintenance	Poole Rd	2011	22.87	53220	FR	COR	40	No	Federal/FTA	
RTOF Fuel Island*	Administrative/ Maintenance	Poole Rd	2011	22.87	7237	FR	COR	40	No	Federal/FTA	
RTOF Wash Building*	Administrative/ Maintenance	Poole Rd	2011	22.87	7482	FR	COR	40	No	Federal/FTA	
RTOF Pole Barn*	Administrative/ Maintenance	Poole Rd	2011	22.87	4489	FR	COR	N/A	No	Federal/FTA	
GoRaleigh Station	Bus Passenger Facility	Blount St	2017	N/A	7033	FR	COR	40	No	Federal/FTA	

\* Facility is part of one "compound" location,

## SECTION 4: DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Sections 4 and 5 of this document are interrelated and detail the process and tools used to manage the lifecycle planning of capital public transportation assets. GoRaleigh staff, within the maintenance, finance, operations, safety, and executive departments, utilizes a variety of management practices, policies, and technology to manage, maintain, and plan throughout the life cycle of an asset.

### Decision Support Tools:

The following analytical process is in place to support investment decision-making, including project selection and prioritization (see Table 4.1). The decision support tools that GoRaleigh utilizes for asset lifecycle management and investment planning, include both electronic software and written policy manuals. Each written policy manual and software program complements each other as they contribute to asset management throughout the lifecycle, from planning and procurement to disposal. An explanation of the decision support tools can be found in Table 4.2.

Table 4.1 GoRaleigh TAMP Decision Support & Capital Asset Investment Planning Process	
Step	Process Description
1	Quarterly department management meetings to review asset performance & establish goals. (Maintenance, Operations, Finance/Grants, Procurement, Executive)
2	Development of or update to departmental policies, procedures, and SOPs.
3	Creation or update of: Operations Plan, Facility & Equipment Maintenance Plan, Procurement Manual, Fleet Maintenance Plan, TAMP, and Finance Capital Plan.
4	Data collection, analysis, and review.
5	Update, Record & Report Data: NTD, Faster, TAMP, MPO.
6	Department management meetings: Assess asset and transit system capital investment needs, based on: Safety deficiencies, ADA Accessibility, agency capacity, consumer demand, maintenance needs, data, and available funding. Compare to goals.
7	TIP/ Capital Plan.
8	Contract Advertising-RFP (Bid) & Award Process (Board Approval).
9	Project/Program Implementation & Monitoring.

<b>Table 4.2 GoRaleigh TAMP Decision Support Tools</b>	
<b>Document/Software Tool</b>	<b>Description</b>
GoRaleigh Facility Maintenance Plan	The Facility & Equipment Maintenance Plan details all policies and procedures related to Authority-owned facilities and equipment. It includes: Facility maintenance standards; facility inspection process, PM schedules, work categories, work order process, inventory of facility components, vendor contacts, and inspection checklists.
GoRaleigh Fleet Management & Maintenance Manual	The Fleet Management & Maintenance Manual details all policies and procedures related to Authority-owned vehicles. It includes: maintenance department responsibilities, vehicle maintenance practices and service standards, shop safety policies and procedures, inspection procedures, inspection checklists and data collection forms, work order process, vehicle/parts/tool inventory, and PM schedules.
City of Raleigh Procurement Procedures	The Procurement Procedures lists all FTA and State of North Carolina purchasing policies, contract/bidding requirements and regulations, asset purchasing procedures, and asset disposal procedures. This document should be consulted when planning to purchase or dispose of an asset.
GoRaleighTAM Plan	The Transit Asset Management Plan (TAMP) is a document containing a business model that uses the condition of assets (facility, rolling stock and equipment) used in the provision of providing public transportation to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). In addition, the TAMP contains information related to data collection and reporting requirements for the following elements: Asset Inventory Portfolio; Asset Condition Assessment; Decision Support Tools & Management Approach; Investment Prioritization List of Projects and Program; and NTD Reporting.
Faster Systems Fleet Management & Maintenance Software	The Faster software allows the Maintenance Department to track, schedule, and record all vehicle related maintenance activities in a single platform. This software program also allows for custom reporting, inventory parts usage and vendor management activities, track pending work, create repair orders, create quotes for parts and equipment for use in procurement activities, track personnel activities, inventory vehicles, track fuel usage, and track asset/component warranty data.
GoRaleigh Capital Plan/List of Prioritization Projects/Programs	The Capital plan lists projects in rank order on the priority list of projects needed in order to maintain the SGR of an asset.
Metropolitan Planning Organization Transportation Improvement Program (MPO TIP)	The Metropolitan Planning Organization Transportation Improvement Program is a list of upcoming transportation projects covering a period of at least four years. The TIP is developed in cooperation with PennDOT and regional transportation providers. The TIP includes capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements. The TIP includes all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required.

## Management Approach to Asset Management:

The primary management approach utilized to maintain an SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).

Throughout each asset’s life cycle, GoRaleigh shall monitor all assets for unsafe and inaccessible conditions. However, identifying an opportunity to improve the safety of an asset does not necessarily indicate an unsafe condition. When GoRaleigh encounters and identifies as unacceptable safety risk associated with an asset, the asset shall be ranked with higher investment prioritization, to the extent practicable. GoRaleigh’s risk management philosophy is the proactive approach of identifying future projects and ranking preventative projects with better return on investment higher in the investment prioritization risk. Policies and procedures to mitigate risk are included in the documents presented in Tables 4.3.1 to 4.3.5.

Performing an analysis of the asset life cycle at the individual asset level is just one management approach GoRaleigh uses to maintain a SGR. This analysis follows the asset from the time it is purchased, placed in operation, maintained, and ultimately disposed of. The analysis is a snap shot of each asset’s current status. The asset lifecycle stages consist of the following strategies:

<b>Table: 4.3.1                      Asset Management Approach: Acquisition &amp; Renewal Strategy</b>		
<b>Acquisition &amp; Renewal Strategy:</b> Determine when to initiate acquisition activities for assets. Describe's the long-term replacement strategy, and long term renewal and improvement activities which are assessed based on the asset's lifecycle. As applicable, describe any planned changes or improvements to these processes, describing the strategies below.		
<b>Asset Category</b>	<b>Asset Class</b>	<b>Acquisition &amp; Renewal Strategy</b>
Rolling Stock	BU - Bus	Per Wake County Transit Plan, transition to a 100% fixed route bus fleet powered by CNG. Current fleet will be transitioned over a period of five years.
Equipment	SV - SUV	The replacement of non-revenue service vehicles once their ULB is met is approved by the City of Raleigh Transit Administrator. ULB replacement can be forecasted up to three years in advance.
Equipment	AO - Truck/Van	The replacement of non-revenue service vehicles once their ULB is met is approved by the City of Raleigh Transit Administrator. ULB replacement can be forecasted up to three years in advance.
Facility	Admin & Maintenance	In the event a facility needs to be updated or expanded, the project is scheduled in the capitol plan, and placed out to bid using the proper procurement method.

<b>Table 4.3.2 Asset Management Approach: Maintenance Strategy</b>			
<b>Maintenance Strategy:</b> List regularly planned maintenance activities.. As applicable, describe any planned changes or improvements to these processes, describing the strategies below.			
<b>Asset Category</b>	<b>Asset Class</b>	<b>Maintenance Activity</b>	<b>Frequency</b>
Rolling Stock*	BU - Bus	Clean, Wash & Vacuum	Daily
		Pre-Trip Inspection	Daily
		Post-Trip inspection	Daily
		Base PM Service	7,500 Miles
		NC State Safety Inspection	Annual
		SGR Vehicle Inspection	Annual
		Transmission Inspection	30,000 Miles
		Hybrid Transmission Inspection	100,000 Miles
		DPF Cleaning	60,000 Miles
		Air Dryer Inspection	Annual
		Engine Breather Inspection	30,000 Miles
		A/C Inspection	Annual
		Camera System Inspection	Quarterly
		Farebox Inspection	Quarterly
		Tire Inspection	Daily
		ADA Systems Inspection	Daily
Rolling Stock*	CU - Paratransit Van	Pre-Trip inspection	Daily
		Post-Trip inspection	Daily
		Clean, Wash & Vacuum	As needed
		PM Service	5,000 Miles
		NC State Safety Inspection	Annual
		SGR Vehicle Inspection	Annual
Equipment*	SV - SUV	Clean, Wash & Vacuum	As needed
		PM Service	5,000 Miles
		NC State Safety Inspection	Annual
		SGR Vehicle Inspection	Annual
Equipment*	AO - Truck/Van	Clean, Wash & Vacuum	As needed
		PM Service	5,000 Miles
		NC State Safety Inspection	Annual
		SGR Vehicle Inspection	Annual
Facility**	Admin & Maintenance	Facility & Equipment Inspection: Mission Critical	Daily
		Facility & Equipment Inspection: Mission Critical	Monthly
		Facility & Equipment Inspection: Mission Critical	Quarterly
		Facility & Equipment Inspection: Mission Critical	Bi-Annual
		SGR Facility & Equipment Inspection	Annual

\*Reference Fleet Management & Maintenance Manual.

\*\*Reference Facility Maintenance Plan.

**Table 4.3.3      Asset Management Approach: Overhaul Strategy**

**Overhaul Strategy:** Determine how and when assets get overhauled or replaced. Describe what activities take place during an overhaul. As applicable, describe any planned changes or improvements to these processes, describing the strategies below.

Asset Category	Asset Class	Acquisition & Renewal Strategy
Rolling Stock	BU - Bus	It is the policy of GoRaleigh to repair damaged or non-functional assets and components on an "as needed basis", only. A mid-life inspection is conducted, and includes engine and seat replacement. Assets are replaced once the following three conditions are met: (1) The asset's ULB is met; (2) an asset is considered a total loss by covering insurance; and (3) when replacement is approved by both the state DOT and FTA.
Equipment	SV - SUV	It is the policy of GoRaleigh to repair damaged or non-functional assets and components on an "as needed basis", only. GoRaleigh does not overhaul or rehabilitate non-revenue assets, unless additional specific funding is obtained from state or federal sources, and a replacement asset item is made available during the time period the asset is unavailable. Assets are replaced once the following three conditions are met: (1) The asset's ULB is met; (2) an asset is considered a total loss by covering insurance; and (3) when replacement is approved by both the state DOT and FTA.
Equipment	AO - Truck/Van	
Facility	Admin & Maintenance	

<b>Table 4.3.4 Asset Management Approach: Disposal Strategy</b>		
<b>Disposal Strategy:</b> Describe the Authority's strategy for disposing of assets that are being renewed or replaced. Describe the approval process and detail, including procedures for physically removing the asset from the property. As applicable, describe any planned changes or improvements to these processes, describing the strategies below.		
<b>Asset Category</b>	<b>Asset Class</b>	<b>Disposal Strategy</b>
Rolling Stock	BU - Bus	Buses, once ULB is met or exceeded, are disposed of using the following method: 1) placement into the contingency fleet; 2) sale at auction; 3) scrap disposal. Buses moved into the contingency fleet will maintain their current configuration. All buses being auctioned or scrapped will have any electronic items or servicable components removed, and all GoRaleigh markings removed.
Equipment	SV - SUV	Non-revenue vehicles, once ULB is met or exceeded, are disposed of using the following method: sale at auction or scrap disposal. All vehicles being auctioned or scrapped will have any electronic items or servicable components removed, and all GoRaleigh markings removed.
Equipment	AO - Truck/Van	
Facility	Admin & Maintenance	Facilities and real-estate, once ULB is met or exceeded or conditions exist to permit a move, facility assets are disposed of using the following method: 1) Approval received from the City of Raleigh, and the FTA to initiate disposal procedures; 2) The facility is inspected and appraised by the 3rd party; 3) Utilizing a real-estate company, the facility is placed up for sale and bid; 4) The facility is sold to the highest bidder, sale is approved by the City of Raleigh, and the FTA; 5) GoRaleigh removes all property and vacates the location; 6) The asset is written off the books by the GoRaleigh finance department and removed from TAMP tracking; and 7) The highest bidder receives title, and takes ownership of the property.

<b>Table 4.3.5 Asset Management Approach: Risk Management Strategy</b>	
<b>Risk Management:</b> ID any risks faced to your assets or organization as a whole, and describe the mitigation strategies for each one.	
<b>Risk</b>	<b>Mitigation Strategy</b>
Loss of significant amounts of federal funding.	Decrease dependence on federal funding for capital improvements. Utilize reserve fund. Cut back on maintenance and service activities that are in balance with budget. Request additional NC DOT and local funding to make up the difference. Extend asset ULB, if possible.
Loss of significant amounts of state/local funding.	Decrease dependence on local/state funding for capital improvements. Utilize reserve fund. Cut back on maintenance and service activities that are in balance with budget. Request additional FTA funding to make up the difference. Extend asset ULB, if possible.
Fuel supply chain disruption.	Fuel offsite in partnership with another transit agency, state DOT, municipality, and/or private sector organization.
Parts supply chain disruption.	Partner with regional transit agencies and OEMs to retain parts supply chain.

## SECTION 5: PRIORITIZED LIST OF INVESTMENTS

### Investment Prioritization Process:

GoRaleigh shall perform an investment prioritization analysis on a semi-annual basis, in order to:

- (1) Determine what capital investments are needed, how much (and when), in order to maintain SGR; and
- (2) Rate and rank SGR programs and projects in order of implementation priority.

The investment prioritization analysis aids GoRaleigh in making more informed investment decisions to improve SGR of our capital assets, and define when an asset needs overhaul or replacement. The investment prioritization list, is a list containing the work plan(s) and schedule(s) of the proposed projects and programs that GoRaleigh estimates would achieve its SGR goals, and a ranking of projects and programs based on implementation priority over the TAMP horizon period of four (4) years.

GoRaleigh will rank selected projects and programs to improve or manage the SGR of capital assets for which GoRaleigh has a direct capital responsibility. The ranking criteria of projects and programs shall be consistent throughout the TAMP. Priority consideration will be given to local projects and programs that: (1) both improve SGR and correct an identified unacceptable safety risk; and (2) take into consideration ADA requirements (49 CFR Part 37) concerning maintenance of accessible features and the alteration of transit facilities. Furthermore, when developing an investment prioritization list, GoRaleigh shall take into consideration its estimation of funding levels from all sources that it reasonably expects will be available in each fiscal year during the TAMP horizon period.

The ranking of investment prioritization programs and projects will be expressed as: *High Priority*, *Medium Priority*, or *Low Priority*. Each investment prioritization program or project ranked shall contain a year and/or date in which GoRaleigh intends to carry out the program or project. This output process is a list of ranked projects and programs at the asset class level that identify assets from the asset inventory. GoRaleigh's list of prioritized investments can be found on Table 5.1.

Table 5.1 GoRaleigh TAMP Investment Prioritization Project List (FY 2019-FFY 2022)									
Rank	Priority	Asset Category	Asset Class/Type	Project/Program Description	Investment Justification	Anticipated Project Year	Primary Funding Source	Qty.	Total Estimated Cost
1	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	Service expansion	FY 2019	Federal/FTA	15	\$7,500,000
2	Medium	Equipment	Computer/ Software	CAD/AVL Project	Fleet management software upgrade	FY 2019	Federal/FTA	1	\$1,550,000
3	Medium	Equipment	SEDAN (AO)	Shuttle Replacement	ULB Met/Exceeded, Wear & Tear	FY 2019	Federal/FTA	1	\$26,000
4	Medium	Equipment	SEDAN (AO)	Supervisor SUV Replacement	ULB Met/Exceeded, Wear & Tear	FY 2019	Federal/FTA	1	\$15,000
5	Low	Facility	Administrative & Maintenance	Bus yard concrete repair	Wear & Tear	FY 2019	Federal/FTA	1	\$100,000
6	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	ULB Met/Exceeded, Wear & Tear	FY 2020	Federal/FTA	20	\$10,000,000
7	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	Service expansion	FY 2020	Federal/FTA	13	\$6,500,000
8	Medium	Equipment	VAN (AO)	Shuttle Replacement	ULB Met/Exceeded, Wear & Tear	FY 2020	Federal/FTA	4	\$108,000
9	Medium	Equipment	SEDAN (AO)	Electric Shuttle Replacement	ULB Met/Exceeded, Wear & Tear	FY 2020	Federal/FTA	2	\$62,400
10	Medium	Equipment	SEDAN (AO)	Supervisor SUV Replacement	ULB Met/Exceeded, Wear & Tear	FY 2020	Federal/FTA	3	\$69,000
11	Medium	Equipment	MINIVAN (MV)	Supervisor SUV Replacement	ULB Met/Exceeded, Wear & Tear	FY 2020	Federal/FTA	1	\$34,000
12	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	ULB Met/Exceeded, Wear & Tear	FY 2021	Federal/FTA	12	\$6,000,000
13	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	Service expansion	FY 2021	Federal/FTA	12	\$6,000,000
14	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	ULB Met/Exceeded, Wear & Tear	FY 2022	Federal/FTA	15	\$7,500,000
15	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	Service expansion	FY 2022	Federal/FTA	9	\$4,500,000
16	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	ULB Met/Exceeded, Wear & Tear	FY 2023	Federal/FTA	7	\$3,500,000
17	High	Rolling Stock	Bus STD 40 FT	Fixed Route Bus Replacement (CNG)	Service expansion	FY 2023	Federal/FTA	10	\$5,000,000
Total:									\$58,464,400

## SECTION 6: ANNUAL PERFORMANCE TARGETS & MEASURES

This section lists the process, data sources, and methodology used in the development of the FTA requirement of GoRaleigh to set annual SGR performance targets. As introduced in Section 1, a State of Good Repair (SGR) is a threshold that identifies the desired performance condition. Specifically, an asset is in an SGR when: The condition of a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function;
2. Does not pose a known and/or unacceptable safety risk (Condition); and
3. Its lifecycle investments have been met or recovered (ULB).

The FTA has enlisted the use of the following asset performance measure criteria for use in the development of GoRaleigh's SGR performance targets (see Table 6.1).

<b>Table: 6.1 FTA TAM Asset Category Performance Measures</b>		
<b>Asset Class</b>	<b>Performance Measure</b>	<b>Definition</b>
<b>Rolling Stock</b> (All revenue vehicles)	Age	The % of revenue vehicles (fixed route & paratransit) within a particular asset class that have either met or exceeded their ULB.
<b>Equipment</b> (Maintenance equipment or non-revenue vehicles)	Age	The % of vehicles that have either met or exceeded their ULB.
<b>Facilities</b> (All building or structures)	Condition	The % of facilities with a condition rating below 3.0 on the FTA's TERM Scale.

GoRaleigh shall establish one or more performance target(s) for each applicable asset class performance measure on an annual basis for the next fiscal year. The timeline for establishing SGR performance targets & measures are as follows:

*Within three months before the effective date of October 1, 2018, GoRaleigh shall set performance targets for the next fiscal year for each asset class included in this TAM Plan. These performance targets shall be established on or by no later than the date of the September meeting of GoRaleigh Transit Authority.*

SGR performance targets are based on realistic expectations derived from both the most recent available data (ULB/condition), FTA performance measure criteria, and the financial resources from all sources GoRaleigh reasonably expects will be available during the TAM Plan horizon period for capital planning purposes. SGR performance targets for the current fiscal year shall be monitored on a quarterly basis. The General Manager is required to approve each annual performance target submission to FTA/NTD.

GoRaleigh's annual SGR performance targets for FY 2019 can be found on Tables 6.2 through 6.5.

Table: 6.2 GoRaleigh Annual SGR Asset Performance Targets: Fixed Route Rolling Stock (FY 2019)							
Asset Category	Asset Class	Fleet Size	Vehicle Age (Years)	Default FTA ULB (Years)	FY 18 Performance Metric (% Exceeding ULB)	SGR Target FY 19	FTA (Default) Performance Metric
Rolling Stock: FR Bus	Bus STD 40 FT: Orion V Diesel (2003)	3	15	14	100%	4%	The % of Revenue Service Vehicles (by type) that meet/exceed the ULB.
	Bus STD 40 FT: Orion V Diesel (2004)	2	14	14	100%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2008)	15	10	14	0%	4%	
	Bus STD 40 FT: Gillig Low Floor Hybrid (2008)	3	10	14	0%	4%	
	Bus STD 35 FT: Gillig Low Floor (2008)	3	10	14	0%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2009)	19	9	14	0%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2011)	7	7	14	0%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2012)	2	6	14	0%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2014)	21	4	14	0%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2016)	8	2	14	0%	4%	
	Bus STD 29 FT: Gillig Lowfloor Diesel (2016)	3	2	14	0%	4%	
	Bus STD 40 FT: Gillig Lowfloor Diesel (2017)	4	1	14	0%	4%	
	<b>Overall Fleet</b>	<b>90</b>			<b>5%</b>	<b>4%</b>	

Table: 6.2.1 GoRaleigh Annual SGR Asset Performance Targets: Demand Response Rolling Stock (FY 2019)							
Asset Category	Asset Class	Fleet Size	Vehicle Age (Years)	Default FTA ULB (Years)	FY 18 Performance Metric (% Exceeding ULB)	SGR Target FY 19	FTA (Default) Performance Metric
Rolling Stock: DR Bus	Paratransit Van Bus<30 Ft (Cutaway)	10	6	10	0%	4%	The % of Revenue Service Vehicles (by type) that meet/exceed the ULB.
	Paratransit Van Bus<30 Ft (Cutaway)	6	5	10	0%	4%	
	<b>Overall Fleet</b>	<b>16</b>			<b>0%</b>	<b>4%</b>	

**Table: 6.3 GoRaleigh Annual SGR Asset Performance Targets: Non-Revenue Service Vehicles (FY 2019)**

Asset Category	Asset Class	Fleet Size	Vehicle Age (Years)	Default FTA ULB (Years)	FY 19 Performance Metric (% Exceeding ULB)	SGR Target FY 19	FTA (Default) Performance Metric
Equipment: Non-Revenue Service Vehicle	Automobile: SUV (2010 Dodge)	1	8	8	100%	9%	The % of Non-Revenue Service Vehicles (by type) that meet/exceed ULB.
	Automobile: Passenger Van (2012 Ford)	4	6	8	0%	9%	
	Automobile: Sedan (2011 Ford)	1	7	8	0%	9%	
	Automobile: Sedan (2012 Nissan)	2	6	8	0%	9%	
	Automobile: Sedan (2012 Toyota)	3	6	8	0%	9%	
	Automobile: Sedan (2009 Toyota)	1	9	8	100%	9%	
	Automobile: Sedan (2017 Ford)	2	1	8	0%	9%	
	Automobile: Sedan (2017 Ford)	2	1	8	0%	9%	
	Automobile: Minivan (2012 Dodge)	1	1	8	0%	9%	
	Automobile: Minivan (2016 Dodge)	2	1	8	0%	9%	
	Other Rubber Tire Vehicle: Forklift (Hyster, 1999)	1	19	14	100%	9%	
	Other Rubber Tire Vehicle: Support Truck (2017 F250)	1	8	8	100%	9%	
	Other Rubber Tire Vehicle: Support Truck (2017 F350)	1	8	8	100%	9%	
	Other Rubber Tire Vehicle: Service Truck (2017 F350)	1	8	8	100%	9%	
	<b>Overall Fleet</b>	<b>23</b>			<b>26%</b>	<b>9%</b>	

**Table: 6.4 GoRaleigh Annual SGR Asset Performance Targets: Facilities (FY 2019)**

Asset Category	Asset Class	2018 TERM Condition Rating	FY 19 Performance Metric (% Below 3.0 Term Rating)	SGR Target FY 18	FTA (Default) Performance Metric
RTOF Admin/Operations*	Administrative/Maintenance Facility	4.0	0%	No more than 0% of facilities rated less than 3.0 on the FTA TERM scale.	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale.
RTOF Maintenance Facility*	Administrative/Maintenance Facility	4.0	0%	No more than 0% of facilities rated less than 3.0 on the FTA TERM scale.	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale.
RTOF Fuel Island*	Administrative/Maintenance Facility	4.0	0%	No more than 0% of facilities rated less than 3.0 on the FTA TERM scale.	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale.
RTOF Wash Building*	Administrative/Maintenance Facility	4.0	0%	No more than 0% of facilities rated less than 3.0 on the FTA TERM scale.	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale.
RTOF Pole Barn*	Administrative/Maintenance Facility	4.0	0%	No more than 0% of facilities rated less than 3.0 on the FTA TERM scale.	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale.
GoRaleigh Station	Bus Passenger Facility	4.0	0%	No more than 0% of facilities rated less than 3.0 on the FTA TERM scale.	The % of facilities (by group) that are rated less than 3.0 on the FTA TERM Scale.

## **SECTION 7: RECORDKEEPING & NTD REPORTING**

GoRaleigh shall maintain all supporting TAM Plan records and documents. GoRaleigh shall make TAMP records available to Federal (FTA), State (and MPO entities that provide(s) funding to GoRaleigh), and to aid in the planning process. GoRaleigh shall report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets;
- SGR performance targets for the next fiscal year;
- Condition inspection assessments and performance measures of capital assets; and
- An annual narrative shall also be included and reported to NTD that provides a description of any change in the condition of GoRaleigh's transit system or operations from the previous year, and describe the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Per NTD requirements, because GoRaleigh's fiscal year ends on 6/30/2019, annual TAM data reporting to NTD shall be completed by GoRaleigh Finance department by the last business day of October of each calendar year. If a NTD filing extension is required for any reason, an extension letter must be filed with NTD by October 31<sup>st</sup>

## **SECTION 8: UPDATES & CONTINUOUS IMPROVEMENT**

The TAM Plan can be considered a "living document" that shall be reviewed on at least a quarterly basis, updated, and incorporated into GoRaleigh's capital and budget planning, and reporting processes. Beginning in 2018, TAMP data shall serve as a "baseline" measure of asset performance management. As more data is collected, additional monitoring categories and goals will be included to support condition and reliability-based decision-making.

This document shall cover a "horizon period" of time (7/1/2018 to 6/30/2022) beginning with the completion of the initial TAM plan in 2018, continuing with full implementation in FFY 2019, and ending four years later on FFY 2023. Table 8.1 details the key data and action items for FTA TAMP compliance. This TAMP shall be amended during the four-year horizon period when there is a significant change to staff, assets, maintenance plans, and/or operations occurring at GoRaleigh.

## **SECTION 9: CONCLUSION**

The management team, staff, and employees of GoRaleigh firmly believe that by implementing this Transit Asset Management Program (TAMP), that it will allow the transportation system to meet its mission and offer safe, efficient, reliable, and accessible public transportation options to the general public of the Raleigh metropolitan area. In addition, GoRaleigh believes that by implementing this TAMP, the following State of Good Repair (SGR) indicators will be either maintained or improved upon:

- Limit safety risks;
- Justify investments;
- Increase system reliability & accessibility;
- Lower maintenance costs; and/or
- Increase system performance

## APPENDIX A



																FY 2019	
<u>ID</u>	<u>Classification</u> <u>Type</u>	<u>Vehicle</u> <u>#</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Fuel</u> <u>Type</u>	<u>Length</u>	<u>Seating</u>	<u>Age</u>	<u>Mileage</u>	<u>UL</u>	<u>ULB</u>	<u>ULB</u> <u>Met</u>	<u>Status</u>	<u>Owner/Capital</u> <u>Responsibility</u>	<u>Primary</u> <u>Funding</u> <u>Mechanism</u>	<u>Replacement</u> <u>Cost</u>
	Paratransit Van Bus<30 Ft (Cutaway)	451	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	106426	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	452	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	105667	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	453	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	102746	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	454	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	102279	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	455	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	108661	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	456	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	115102	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	457	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	100167	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	458	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	113609	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	459	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	101177	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	460	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	127187	6	10	NO	Active	COR	Federal/FTA	\$ 53,630.00
	Paratransit Van Bus<30 Ft (Cutaway)	461	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	88627	6	10	NO	Active	COR	Federal/FTA	\$ 53,870.00
	Paratransit Van Bus<30 Ft (Cutaway)	462	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	83871	6	10	NO	Active	COR	Federal/FTA	\$ 53,870.00
	Paratransit Van Bus<30 Ft (Cutaway)	463	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	86332	6	10	NO	Active	COR	Federal/FTA	\$ 53,870.00
	Paratransit Van Bus<30 Ft (Cutaway)	464	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	87514	6	10	NO	Active	COR	Federal/FTA	\$ 53,870.00
	Paratransit Van Bus<30 Ft (Cutaway)	465	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	76706	6	10	NO	Active	COR	Federal/FTA	\$ 53,870.00
	Paratransit Van Bus<30 Ft (Cutaway)	466	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	74694	6	10	NO	Active	COR	Federal/FTA	\$ 53,870.00

Table 2.3		GoRaleigh Equipment (Non-Revenue Service Vehicle) Inventory												FY	2019
Vehicle #		Year	Make	Model	Fuel Type	Age	Mileage	UL	ULB	ULB Met	Status	Owner/Capital Responsibility	Primary Funding Mechanism	Replacement Cost	
445	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	85905	8	8	NO	Active	COR	Federal/FTA	\$ 27,039.60	
449	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	84348	8	8	NO	Active	COR	Federal/FTA	\$ 27,039.60	
450	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	49678	8	8	NO	Active	COR	Federal/FTA	\$ 27,039.60	
521	Equipment (Non-Revenue Vehicle): Passenger/Utility Van (VN)	2012	Ford	E350 Van	Unleaded	7	119767	8	8	NO	Active	COR	Federal/FTA	\$ 29,039.60	
6024	Equipment (Non-Revenue Vehicle): Pickup Truck	2008	Ford	F-150	Unleaded	11	93066	8	8	YES	Active	COR	Federal/FTA	\$ 17,971.00	
6029	Equipment (Non-Revenue Vehicle): Sport Utility Vehicle (SV)	2010	Dodge	Journey	Unleaded	9	136657	8	8	YES	Active	COR	Federal/FTA	\$ 19,187.00	
6031	Equipment (Non-Revenue Vehicle): Sedan (AO)	2011	Ford	Fusion	Unleaded	8	197057	8	8	YES	Active	COR	Federal/FTA	\$ 14,303.00	
6032	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Nissan	Leaf	Electric	7	51059	8	8	NO	Active	COR	Federal/FTA	\$ 33,298.00	
6033	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Nissan	Leaf	Electric	7	53885	8	8	NO	Active	COR	Federal/FTA	\$ 33,298.00	
6034	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Toyota	Camry	Unleaded-Hybrid	7	124798	8	8	NO	Active	COR	Federal/FTA	\$ 23,371.00	
6035	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Toyota	Camry	Unleaded-Hybrid	7	101355	8	8	NO	Active	COR	Federal/FTA	\$ 22,781.00	
6036	Equipment (Non-Revenue Vehicle): Sedan (AO)	2012	Toyota	Camry	Unleaded-Hybrid	7	51449	8	8	NO	Active	COR	Federal/FTA	\$ 22,781.00	
6037	Equipment (Non-Revenue Vehicle): Minivan (MV)	2012	Dodge	Caravan	Unleaded	7	92576	8	8	NO	Active	COR	Federal/FTA	\$ 33,284.00	
6038	Equipment (Non-Revenue Vehicle): Minivan (MV)	2016	Dodge	Caravan	Unleaded	3	35871	8	8	NO	Active	COR	Federal/FTA	\$ 21,610.00	
6039	Equipment (Non-Revenue Vehicle): Minivan (MV)	2016	Dodge	Caravan	Unleaded	3	45379	8	8	NO	Active	COR	Federal/FTA	\$ 22,360.00	
6040	Equipment (Non-Revenue Vehicle): Sedan (AO)	2017	Ford	Fusion	Unleaded	2	54775	8	8	NO	Active	COR	Federal/FTA	\$ 17,507.00	
6041	Equipment (Non-Revenue Vehicle): Sedan (AO)	2017	Ford	Fusion	Unleaded	2	55506	8	8	NO	Active	COR	Federal/FTA	\$ 17,507.00	
6042	Equipment (Non-Revenue Vehicle): Pickup Truck	2017	Ford	F-250	Unleaded	2	7976	8	8	NO	Active	COR	Federal/FTA	\$ 34,073.00	
6043	Equipment (Non-Revenue Vehicle): Pickup Truck	2017	Ford	F-350	Unleaded	2	5930	8	8	NO	Active	COR	Federal/FTA	\$ 68,414.00	
6044	Equipment (Non-Revenue Vehicle): Pickup Truck	2017	Ford	F-350	Unleaded	2	6656	8	8	NO	Active	COR	Federal/FTA	\$ 31,121.00	
008	Equipment (Non-Revenue Vehicle): Sedan (AO)	2009	Toyota	Camry	Unleaded-Hybrid	10	192982	8	8	YES	Active	COR	Federal/FTA	\$ 26,243.00	

													FY	2019
ID	Classification Type	Vehicle #	Year	Make	Model	Fuel Type	Length	Seating	Age	Mileage	UL	ULB	ULB Met	Condition Rating
	Bus STD 40 FT	1248	2003	Orion	V	B5 Biodiesel	40'	43 / 40 / 37	16	508223	12	14	YES	
	Bus STD 40 FT	1255	2003	Orion	V	B5 Biodiesel	40'	43 / 40 / 37	16	587491	12	14	YES	
	Bus STD 40 FT	1259	2003	Orion	V	B5 Biodiesel	40'	43 / 40 / 37	16	529828	12	14	YES	
	Bus STD 40 FT	1260	2004	Orion	V	B5 Biodiesel	40'	43 / 40 / 37	15	403628	12	14	YES	
	Bus STD 40 FT	1263	2004	Orion	V	B5 Biodiesel	40'	43 / 40 / 37	15	420104	12	14	YES	
	Bus STD 40 FT	1273	2007	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	12	483468	12	14	NO	
	Bus STD 40 FT	1274	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	514151	12	14	NO	
	Bus STD 40 FT	1275	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	488555	12	14	NO	
	Bus STD 40 FT	1276	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	488932	12	14	NO	
	Bus STD 40 FT	1277	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	503769	12	14	NO	
	Bus STD 40 FT	1278	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	502813	12	14	NO	
	Bus STD 40 FT	1279	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	525658	12	14	NO	
	Bus STD 40 FT	1280	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	505298	12	14	NO	
	Bus STD 40 FT	1281	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	504333	12	14	NO	
	Bus STD 40 FT	1282	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	468316	12	14	NO	
	Bus STD 40 FT	1283	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	434956	12	14	NO	
	Bus STD 40 FT	1284	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	462812	12	14	NO	
	Bus STD 40 FT	1285	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	465685	12	14	NO	
	Bus STD 40 FT	1286	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	486621	12	14	NO	
	Bus STD 40 FT	1287	2008	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	11	478626	12	14	NO	
	Bus STD 40 FT	1288	2008	Gillig	Lowfloor	B5 Biodiesel - Hybrid	40'	36 / 33 / 31 / 29	11	303304	12	14	NO	
	Bus STD 40 FT	1289	2008	Gillig	Lowfloor	B5 Biodiesel - Hybrid	40'	36 / 33 / 31 / 29	11	271538	12	14	NO	
	Bus STD 40 FT	1290	2008	Gillig	Lowfloor	B5 Biodiesel - Hybrid	40'	36 / 33 / 31 / 29	11	309648	12	14	NO	
	Bus STD 40 FT	1291	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	409282	12	14	NO	
	Bus STD 40 FT	1292	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	453458	12	14	NO	
	Bus STD 40 FT	1293	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	459928	12	14	NO	
	Bus STD 40 FT	1294	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	448551	12	14	NO	
	Bus STD 40 FT	1295	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	410433	12	14	NO	
	Bus STD 40 FT	1296	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	457525	12	14	NO	
	Bus STD 40 FT	1297	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	477213	12	14	NO	
	Bus STD 40 FT	1298	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	453930	12	14	NO	
	Bus STD 40 FT	1299	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	464570	12	14	NO	
	Bus STD 40 FT	1300	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	480224	12	14	NO	
	Bus STD 40 FT	1301	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	470563	12	14	NO	
	Bus STD 40 FT	1302	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	447876	12	14	NO	
	Bus STD 40 FT	1303	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	446933	12	14	NO	
	Bus STD 40 FT	1304	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	451469	12	14	NO	
	Bus STD 40 FT	1305	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	479930	12	14	NO	
	Bus STD 40 FT	1306	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	440953	12	14	NO	
	Bus STD 40 FT	1307	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	472226	12	14	NO	
	Bus STD 40 FT	1308	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	462940	12	14	NO	
	Bus STD 40 FT	1309	2009	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33	10	454232	12	14	NO	
	Bus STD 40 FT	1310	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	345220	12	14	NO	
	Bus STD 40 FT	1311	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	362088	12	14	NO	
	Bus STD 40 FT	1312	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	305803	12	14	NO	
	Bus STD 40 FT	1313	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	358799	12	14	NO	
	Bus STD 40 FT	1314	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	326665	12	14	NO	
	Bus STD 40 FT	1315	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	327275	12	14	NO	
	Bus STD 40 FT	1316	2011	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	8	346610	12	14	NO	
	Bus STD 40 FT	1317	2012	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	7	265524	12	14	NO	
	Bus STD 40 FT	1318	2012	Gillig	Lowfloor	B5 Biodiesel	40'	40 / 37 / 35 / 33 / 31	7	276639	12	14	NO	
	Bus STD 40 FT	1319	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	192362	12	14	NO	
	Bus STD 40 FT	1320	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	197686	12	14	NO	
	Bus STD 40 FT	1321	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	198699	12	14	NO	
	Bus STD 40 FT	1322	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	117794	12	14	NO	
	Bus STD 40 FT	1323	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	179096	12	14	NO	
	Bus STD 40 FT	1324	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	186740	12	14	NO	
	Bus STD 40 FT	1325	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	193366	12	14	NO	
	Bus STD 40 FT	1326	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	185831	12	14	NO	
	Bus STD 40 FT	1327	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	185138	12	14	NO	
	Bus STD 40 FT	1328	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	186695	12	14	NO	
	Bus STD 40 FT	1329	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	181727	12	14	NO	
	Bus STD 40 FT	1330	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	181322	12	14	NO	
	Bus STD 40 FT	1331	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	184814	12	14	NO	
	Bus STD 40 FT	1332	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	177875	12	14	NO	
	Bus STD 40 FT	1333	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	183299	12	14	NO	
	Bus STD 40 FT	1334	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	182606	12	14	NO	
	Bus STD 40 FT	1335	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	185327	12	14	NO	
	Bus STD 40 FT	1336	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	175067	12	14	NO	
	Bus STD 40 FT	1337	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	174495	12	14	NO	
	Bus STD 40 FT	1338	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	184123	12	14	NO	
	Bus STD 40 FT	1339	2014	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	5	178293	12	14	NO	
	Bus STD 40 FT	1601	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	84600	12	14	NO	
	Bus STD 40 FT	1602	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	106270	12	14	NO	
	Bus STD 40 FT	1603	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	96225	12	14	NO	
	Bus STD 40 FT	1604	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	96533	12	14	NO	
	Bus STD 40 FT	1605	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	101016	12	14	NO	
	Bus STD 40 FT	1606	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	100717	12	14	NO	
	Bus STD 40 FT	1607	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	99256	12	14	NO	
	Bus STD 40 FT	1608	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	3	96997	12	14	NO	
	Bus STD 29 FT	1609	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	29'	26/23/20	3	80263	12	14	NO	
	Bus STD 29 FT	1610	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	29'	26/23/20	3	91850	12	14	NO	
	Bus STD 29 FT	1611	2016	Gillig	Lowfloor	B5 Biodiesel/ DEF	29'	26/23/20	3	94433	12	14	NO	
	Bus STD 40 FT	1701	2017	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	2	27919	12	14	NO	
	Bus STD 40 FT	1702	2017	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	2	29676	12	14	NO	
	Bus STD 40 FT	1703	2017	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	2	34236	12	14	NO	
	Bus STD 40 FT	1704	2017	Gillig	Lowfloor	B5 Biodiesel/ DEF	40'	40 / 37 / 35 / 33 / 31	2	32709	12	14	NO	
	Bus STD 35 FT	2821	2007	Gillig	Lowfloor	B5 Biodiesel	35'	36 / 33 / 31 / 29	12	403548	12	14	NO	
	Bus STD 35 FT	2822	2008	Gillig	Lowfloor	B5 Biodiesel	35'	36 / 33 / 31 / 29	11	440418	12	14	NO	
	Bus STD 35 FT	2824	2008	Gillig	Lowfloor	B5 Biodiesel	35'	36 / 33 / 31 / 29	11	433172	12	14	NO	
		9101	2016	Ford	Starcraft	Unleaded		30/ 29/ 28	3	38702	12	7	NO	
		9102	2016	Ford	Starcraft	Unleaded		30/ 29/ 28	3	27767	12	7	NO	
		9103	2016	Ford	Starcraft	Unleaded		30/ 29/ 28	3	33752	12	7	NO	
		9104	2016	Ford	Starcraft	Unleaded		30/ 29/ 28	3	26915	12	7		

GoRaleigh Demand Response Bus Rolling Stock Fleet Condition Rating													FY	2019
ID	Classification	Vehicle #	Year	Make	Model	Fuel	Length	Seating	Age	Mileage	UL	ULB	ULB	Condition
	Type					Type							Met	
	Paratransit Van Bus<30 Ft (Cutaway)	451	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	106426	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	452	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	105667	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	453	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	102746	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	454	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	102279	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	455	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	108661	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	456	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	115102	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	457	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	100167	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	458	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	113609	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	459	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	101177	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	460	2013	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	6	127187	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	461	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	88627	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	462	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	83871	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	463	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	86332	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	464	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	87514	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	465	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	76706	6	10	NO	
	Paratransit Van Bus<30 Ft (Cutaway)	466	2014	Champion	Crusader	UNL	22'	6 AM / 2 Non AM	5	74694	6	10	NO	



Raleigh

## MEMO

TO: Raleigh Transit Authority – Marketing Committee

FROM: Jayna Victor, Commute Smart Consultant, TDM

CC: David Eatman, Asst. Transportation Dir, RDOT

DEPARTMENT: Raleigh Department of Transportation - Transit

DATE: August 5, 2019

SUBJECT: Try Transit Week 2019

In celebration of **Try Transit Week**, the area's initiative to explore and appreciate public transportation, staff plans to hold several events:

- **Monday, Sept 23<sup>rd</sup> – Youth/Senior Day**

*For Seniors:* Try Transit education activities at a senior center in Garner and in Raleigh

*For Youth:* Youth GoPass distribution at the Southeast YMCA or a local Raleigh HS

- **Wednesday, Sept 25<sup>th</sup> – Fare-Free Day (Rider Appreciation Day)**

Riders will enjoy the GoRaleigh system fare free.

- **Friday, Sept 27<sup>th</sup> – Transit Staff Appreciation Day**

Transit and Operations staff will be celebrated with lunch and giveaways

***\*\*Throughout the week, staff will pop-up at high ridership locations and distribute promotional giveaways.***

As per the aforementioned draft event schedule, GoRaleigh would like to offer fare-free rides on all fixed routes Wednesday, September 25, 2019.

The most recent average Wednesday revenue has amounted to nearly \$14,400.00.

### **Recommendation:**

Staff recommends approval of an in-kind contribution to the estimated amount of \$14,400.00, in order to facilitate the Fare-Free Day on September 25, 2019, to not only show appreciation for current riders but also to encourage new riders to "Try Transit".

Municipal Building  
222 West Hargett Street  
Raleigh, North Carolina 27601

One Exchange Plaza  
1 Exchange Plaza,  
Raleigh, North Carolina 27601

City of Raleigh  
Post Office Box 590 • Raleigh  
North Carolina 27602-0590  
(Mailing Address)

## GoRaleigh Events

With any of our events that are led by GoRaleigh/Transit staff or events that impact directly the GoRaleigh system (i.e. BRT Open House, New Services, Public Hearings, etc.), staff always complete these standard tasks, along with other more targeted tasks, to promote and engage the public:

- ☒ Order and install 2 placards on each of the older modeled buses (those that don't have monitors)- *for at least 2 weeks, if possible*
- ☒ Upload electronic information (similar to the placard) onto monitors on newer buses- *for at least 2 weeks, if possible*
- ☒ Provide information for distribution by GoRaleigh operators and the information booth at GoRaleigh Station (small handouts)\*
- ☒ Update all social media outlets with information (Facebook, Twitter, and Instagram)
- ☒ Update the GoRaleigh and City Websites with information
- ☒ Send information out to available listservs
- ☒ Provide an update at the Monthly Safety Meetings as well as update the driver's information poster (located in Dispatch)

*\* If staff is unable to get handouts to operators at dispatch, staff will create and participate in pop-up opportunities at GoRaleigh Station and provide handouts directly to passengers.*

## General Outreach/Engagement Efforts

During the month of August, staff has completed a variety of outreach and engagement activities to promote the Youth Go Pass Program, new services, bus rapid transit (BRT) as well as transit services in general.

August	TDM Events	<b>Citrix Lunch &amp; Learn (August 1)</b> Employee Outreach- TDM Staff made themselves available in the company's cafeteria to answer questions about alternative commute options
		<b>Campbell University - New Student Orientation (August 13)</b> Student Outreach- Worked a booth to catch students exiting orientation to obtain bus route information and obtain their GoPass
		<b>Moore Square Farmers Market (August 14)</b> Downtown Outreach- Worked a booth with Citrix Cycle's marketing staff to inform public of new routes coming up and how to obtain Citrix Cycle Membership
		<b>Wake Tech Community College (August 15)</b> Student Outreach- TDM Staff tabled with Wake Tech staff to encourage students to ride the bus to class and obtain their GoPass
		<b>Wake Tech Community College (August 20)</b> Student Outreach- TDM Staff tabled with Wake Tech staff to encourage students to ride the bus to class and obtain their GoPass
		<b>SEPI Engineering - DRA presentation (August 28)</b> Employer Outreach- presented to group on ways to get around within downtown in conjunction with the Downtown Raleigh Alliance (DRA)
	BRT Events	<b>Centro Para Familias Hispanas (CPFH) Food Pantry (August 19)</b> Stakeholder Outreach- Transit Staff tabled with the organization, providing handouts, display boards and interacted with 39+ citizens about then New Bern corridor and the overall BRT system.
		<b>NC State Packapalooza (August 24)</b> Stakeholder Outreach- In partnership with the Planning Department and Urban Design Center, Transit staff participated in outreach event at <i>Packapalooza</i> to advertise the Wake BRT: Western Boulevard Kickoff Study for September 6, 2019.

## Future Outreach/Engagement Efforts

### ‘Try Transit’ Week

Transit staff has developed our plans for ‘Try Transit’ week, scheduled to start **Monday, September 23<sup>rd</sup>**.

#### Monday, Sept 23<sup>rd</sup> - Youth/Senior Day

*Staff will have giveaways for youth and seniors, available for pick-up at the GoRaleigh Station Information Booth, the GoRaleigh Access office as well as Poole Road operation facility (locations where Senior and Youth GoPasses are distributed). In addition, staff is scheduling ‘Try Transit’ events for Seniors in Garner and Raleigh as well as for Youth (location still pending).*

#### Wednesday, Sept 25<sup>th</sup> - Fare Free Day (Rider’s Appreciation Day)

*Riders will enjoy the GoRaleigh system fare free.*

#### Friday, Sept 27<sup>th</sup> - Transit Staff Appreciation Day

*Transit and Operations staff will be celebrated with Food Trucks during the morning and afternoon at Poole Road Operation Facility as well as a thank you gift (branded umbrellas).*

**\*\*In addition, throughout the week, staff will pop-up at high ridership locations and provide giveaways for riders.**

### ‘New Service Promotion’

Transit Staff will be participating in the following events to promote the new services in each of the municipalities during the months of September and October:

- ☐ Tabling at **Rolesville** Outdoor Movie Series (**Saturday, Sept 14: 6pm**)
- ☐ Tabling at **Knightdale** Food Truck Series (**Thursday, Sept 19: 6pm**)
- ☐ Bus/Operator/Information session with **Garner** Senior Center (**Monday Sept 23: 9am**)
- ☐ Bus/Operator/Information session with **Rolesville** Career Day (**Friday Sept 27**)
- ☐ Tabling at **Raleigh** Youth Summit (**Saturday Sept 28**)
- ☐ Tabling at **Garner** Pop-Up Market (**Sunday, Sept 29: 10am to 2pm**)
- ☐ Tabling at **Rolesville** Outdoor Movie Series (**Saturday, Oct 12: 6pm**)
- ☐ Tabling at **Knightdale** Food Truck Series (**Thursday, Oct 17: 6pm**)

### ‘Bus Rapid Transit’

- ☐ Wake BRT: Western Boulevard Corridor Study Kick Off Meeting - **Sep 5<sup>th</sup>**
- ☐ Raleigh BRT: Economic Development Around Transit (EDAT) Public Meeting - **Oct 12<sup>th</sup>**
- ☐ Raleigh BRT: Economic Development Around Transit (EDAT) Public Meeting - **Oct 26<sup>th</sup>**
- ☐ Wake BRT: New Bern Avenue Design Public Meeting- **Oct 29<sup>th</sup>**

## Future Outreach/Engagement Efforts

### ‘TDM Events’

- ❑ William Peace University - Peace with a Purpose ([Sept 10](#))

*Student Outreach- Work a booth to help students understand the different ways of getting around downtown. GoRaleigh bus will be available for a “Try Transit” showcase*

- ❑ Moore Square Farmers Market ([Sept 11](#))

*Downtown Outreach- Worked a booth with Gotcha scooters’ marketing staff to inform public of Try Transit Week activities*

- ❑ Coffee with Collegiate Colleagues ([Sept 12](#))

*University Outreach- present to school staff on how they can implement TDM programs for their staff and students*

- ❑ Department of Revenue Benefits Fair ([Sept 12](#))

*Employee Outreach- Work a booth to advise State Employees on alternate commuting methods*

- ❑ Red Hat Lunch & Learn ([Sept 25](#))

*Employee Outreach- TDM Staff made themselves available in the company’s cafeteria to answer questions about alternative commute options*

- ❑ Rolesville Middle School Truck Fair ([Sept 27](#))

*Student Outreach- Showcase a bus to “Try Transit”*

- ❑ Campbell University Health & Benefits Fair ([Sept 28](#))

*Employee & Student Outreach- Work a booth to provide information on bike safety and general transportation options*



## Monthly Financials

July 2019

- **Balance Sheet**
- **Income Statement**
- **Operating Statistics**
- **Evaluation By Route**
- **Ridership by Time of Day**
- **Variance Analysis, Actual & Budgeted Expenses (Narrative)**
- **Variance Analysis (Detail)**
- **Invoice For Expenses**
- **Preventive Maintenance Report**
- **Inventory Analysis Report**
- **Go Pass and R-line Ridership**

**GoRaleigh**  
**BALANCE SHEET**  
Fiscal Year 2020  
July-19

<b>Current ratio [A/B]</b>	<b>2.59</b>
<b>Quick ratio [(A-C)/B]</b>	<b>1.31</b>

<b>Working capital [A-B]</b>	<b>\$985,678</b>
<b>Cash ratio [D/B]</b>	<b>-1.05</b>

**ASSETS**

<b>Current assets</b>	
Cash and cash equivalents	(\$652,674)
Accounts receivable	839,224
Deposits	4,959
Inventories	793,766
Prepaid expenses	621,848
<b>Total current assets</b>	<b>1,607,122</b>

**Fixed assets**

Land	4,311,388
Building	28,601,918
Parking Lot	210,590
Revenue Transportation	39,159,595
Non-Revenue Transportation	603,501
Fareboxes	1,012,285
Radios & Drivecam	747,232
Shop & Garage Equipment	1,514,421
Furniture & Fixtures	77,353
Miscellaneous Equipment	1,439,718
Less accumulated depreciation	-43,641,357
<b>Total fixed assets</b>	<b>34,036,644 *</b>

<b>Total assets</b>	<b>\$35,643,766</b>
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**LIABILITIES**

<b>Current liabilities</b>	
Accounts Payable	\$294,379
Accrued Wages	131,894
Payroll Taxes Withheld	129,867
Employee Withholding	65,304
Deferred Income	0
<b>Total current liabilities</b>	<b>621,444</b>

**Due to/From Inter/Tra Co**

Due to City of Raleigh	2,902,161
Grants and Donations	32,120,161
<b>Total Due to/From Inter/Tra Co</b>	<b>35,022,322</b>

<b>Total liabilities</b>	<b>\$35,643,766</b>
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\* Note that the fixed assets will need to be changed once purchases by COR are reconciled to Transdev's books.

**GoRaleigh**  
**INCOME STATEMENT**  
**Fiscal Year 2020**  
**July-19**

Revenue	Current Month	Actual Year to Date	Budget Year to Date	YTD Variance	Annual Budget	% of Ann. Budget
Passenger Revenues	\$270,506	\$270,506	262,353	3.1%	3,275,327	8.3%
State Fair	-	\$0	-	0.0%	190,042	0.0%
Interest	-	\$0	94	0.0%	3,656	0.0%
Misc Income	606,647	\$606,647	691,294	-12.2%	9,305,237	6.5%
Total Revenue	\$877,152	\$ 877,152	953,741	-8.0%	12,774,261	6.9%

Expenses						
Salaries & Wages	\$1,147,378	\$ 1,147,378	1,095,728	-4.7%	13,722,590	8.4%
Fringe Benefits	204,558	\$ 204,558	208,706	2.0%	2,616,002	7.8%
Parts, Materials, & Supplies	127,784	\$ 127,784	182,329	29.9%	2,886,074	4.4%
Services	57,457	\$ 57,457	68,593	16.2%	1,026,241	5.6%
Fuel & Lubricants	217,279	\$ 217,279	329,785	34.1%	2,978,447	7.3%
Insurance	291,055	\$ 291,055	331,939	12.3%	4,306,497	6.8%
Utilities	39,112	\$ 39,112	34,725	-12.6%	398,235	9.8%
Taxes	85,610	\$ 85,610	81,747	-4.7%	1,157,515	7.4%
Other	64,494	\$ 64,494	21,165	-204.7%	751,527	8.6%
Depreciation	406,545	\$ 406,545	406,545	0.0%	4,869,774	8.3%
Grants Assets Cons	(406,545)	\$ (406,545)	(406,545)	0.0%	(4,869,774)	8.3%
Total operating expenses	\$2,234,727	\$2,234,727	2,354,717	5.1%	29,843,128	7.5%

<b>Net Income (Loss)</b>	(1,357,575)	(1,357,575)	(1,400,976)	3.1%	(17,068,867)	8.0%
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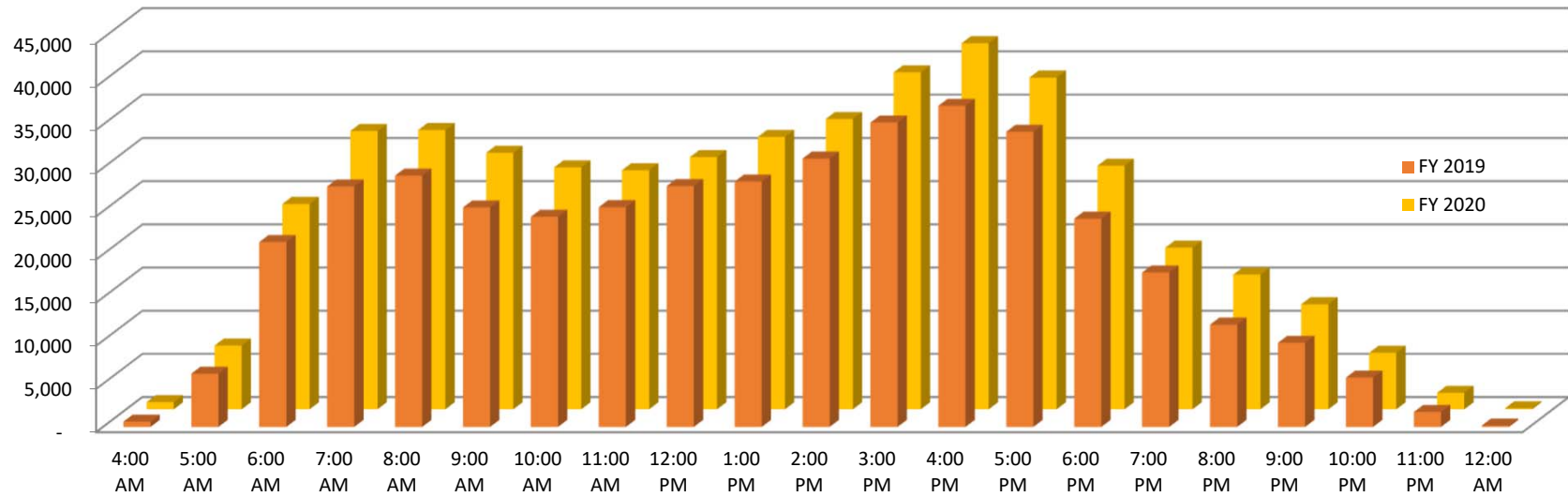
**GoRaleigh**  
**OPERATING STATISTICS**  
**Fiscal Year 2020**  
**July-19**

	CURRENT PERIOD			YEAR-TO-DATE		
	This Year	Prior Year	Change	This Year	Prior Year	Change
<b>REVENUE:</b>						
PASSENGER REVENUE	\$ 250,797	\$ 212,369	18.09%	\$ 250,797	\$ 212,369	18.09%
STATE FAIR	-	0	0.00%	-	-	0.00%
GOPASS REVENUE	7,742	33,738	100.00%	7,742	\$ 33,738	-77.05%
REGIONAL / EXPRESS PASSES	11,967	11,598	3.18%	11,967	\$ 11,598	3.18%
CONTRACT REVENUE	198,174	83,055	138.61%	198,174	\$ 83,055	138.61%
INTEREST INCOME	-	-	0.00%	-	-	0.00%
OTHER	408,473	94	434445.36%	408,473	\$ 94	434445.36%
TOTAL REVENUE	<u>\$ 877,152</u>	<u>\$ 340,854</u>	<u>157.34%</u>	<u>\$ 877,152</u>	<u>\$ 340,854</u>	<u>157.34%</u>
<b>EXPENSES:</b>						
OPERATING EXPENSES	\$ 2,234,727	\$ 2,055,913	8.70%	\$ 2,234,727	\$ 2,055,913	8.70%
STATE FAIR	-	-	0.00%	-	0	0.00%
TOTAL EXPENSES	<u>\$ 2,234,727</u>	<u>\$ 2,055,913</u>	<u>8.70%</u>	<u>\$ 2,234,727</u>	<u>\$ 2,055,913</u>	<u>8.70%</u>
<b>PASSENGERS:</b>						
CASH FARE	28,387	29,120	-2.52%	28,387	29,120	-2.52%
LOCAL DAY PASS	222,084	216,129	2.76%	222,084	216,129	2.76%
LOCAL WEEKLY PASS	21,834	20,222	7.97%	21,834	20,222	7.97%
LOCAL 31 DAY PASS	42,033	43,132	-2.55%	42,033	43,132	-2.55%
\$25 VALUE PASS	4,450	5,575	-20.18%	4,450	5,575	-20.18%
REGIONAL / EXPRESS DAY PASS	12,736	10,549	20.73%	12,736	10,549	20.73%
REGIONAL / EXPRESS 5 DAY PASS	4,761	6,226	-23.53%	4,761	6,226	-23.53%
REGIONAL / EXPRESS 31 DAY PASS	4,345	3,101	40.12%	4,345	3,101	40.12%
GOPASS (COLLEGE)	18,002	18,116	-0.63%	18,002	18,116	-0.63%
GOPASS (GVMT EMP)	6,710	8,235	-18.52%	6,710	8,235	-18.52%
GOPASS (OTHER)	3,010	1,098	174.13%	3,010	1,098	174.13%
STATE FAIR	-	-	0.00%	-	0	0.00%
TOTAL REVENUE PASSENGERS	<u>368,352</u>	<u>361,503</u>	<u>1.89%</u>	<u>368,352</u>	<u>361,503</u>	<u>1.89%</u>
R-LINE	13,562	15,126	-10.34%	13,562	15,126	-10.34%
WAKE TECH (STAFF/STUDENTS)	993	924	7.47%	993	924	7.47%
WAKE FOREST LOOP	2,483	2,166	14.64%	2,483	2,166	14.64%
FREE RIDE (65+/12-)	58,097	45,355	28.09%	58,097	45,355	28.09%
GOPASS(YOUTH)	14,048	4,202	234.32%	14,048	4,202	234.32%
OTHER	21,877	626	100.00%	21,877	626	3394.73%
STATE FAIR	-	-	-	-	-	-
TOTAL NON-REV PASSENGERS	<u>111,060</u>	<u>68,399</u>	<u>62.37%</u>	<u>111,060</u>	<u>68,399</u>	<u>62.37%</u>
GRAND TOTAL PASSENGERS	<u>479,412</u>	<u>429,902</u>	<u>11.52%</u>	<u>479,412</u>	<u>429,902</u>	<u>11.52%</u>
<b>TOTAL SYSTEM MILES:</b>						
REGULAR SERVICE	380,585	329,809	15.40%	380,585	329,809	15.40%
STATE FAIR	-	-	-	-	-	-
TOTAL MILES	<u>380,585</u>	<u>329,809</u>	<u>15.40%</u>	<u>380,585</u>	<u>329,809</u>	<u>15.40%</u>
<b>TOTAL SYSTEM HOURS:</b>						
REGULAR SERVICE	28,254	23,579	19.83%	28,254	23,579	19.83%
STATE FAIR	-	-	-	-	-	-
TOTAL HOURS	<u>28,254</u>	<u>23,579</u>	<u>19.83%</u>	<u>28,254</u>	<u>23,579</u>	<u>19.83%</u>
<b>RIDERSHIP STATISTICS:</b>						
PSGR REV. PER HOUR	\$ 9.57	\$ 10.93	-12.40%	\$ 9.57	\$ 10.93	-12.40%
PSGR REV. PER MILE	\$ 0.71	\$ 0.78	-9.04%	\$ 0.71	\$ 0.78	-9.04%
REV. PSGR. PER MILE	1.0	1.1	-11.70%	1.0	1.1	-11.70%
REV. PSGR. PER HOUR	13	15	-14.96%	13	15	-14.96%
REV. PER REV. PSGR	0.73	0.71	3.02%	\$ 0.73	0.71	3.02%
EXP. PER HOUR	\$ 79.10	\$ 87.19	-9.29%	\$ 79.10	\$ 87.19	-9.29%

**GoRaleigh  
Route Statistics  
Fiscal Year 2020  
July-19**

ROUTE		TOTAL PASSENGERS			TOTAL	PASSENGERS PER REVENUE HOUR			FAREBOX
NUMBER/NAME		MONTH	PRIOR MONTH	PRIOR YEAR	REVENUE	WEEKDAY	SATURDAY	SUNDAY	RECOVERY
Base Routes(Pre-expansion									
1	CAPITAL	59,720	58,056	57,684	37,587	32	42	27	22.0%
2	FALLS OF NEUSE	25,466	23,993	25,318	15,794	21	21	14	14.1%
3	GLASCOCK	6,396	5,798	5,726	3,502	16	10	6	11.9%
5	BILTMORE HILLS	14,512	14,015	16,819	8,154	30	25	14	17.1%
6	CRABTREE	18,693	18,125	18,548	11,552	20	26	15	15.6%
7L	CAROLINA PINES	10,665	10,258	10,736	6,363	17	17	11	9.4%
8	SIX FORKS	13,613	12,753	18,096	8,146	15	15	9	8.9%
10	LONGVIEW	6,964	6,654	6,052	4,061	16	12	5	14.0%
11	AVENT FERRY	20,772	20,434	20,205	13,869	27	24	17	19.4%
11L	BUCK JONES	7,004	6,729	7,069	4,668	15	14	10	10.1%
12	METHOD	15,919	15,373	15,433	9,756	20	17	12	18.5%
13	CHAVIS HEIGHTS	5,825	5,494	6,037	3,347	14	13	7	14.2%
15	WAKEMED	50,820	50,175	49,452	30,309	36	40	25	26.6%
15L	TRAWICK	5,075	5,314	5,460	2,893	11	9	6	5.7%
21	CARALEIGH	16,340	14,173	12,381	10,300	42	62	45	38.2%
22	STATE STREET	11,386	10,960	11,463	7,088	29	20	13	17.9%
23L	MILLBROOK CROSSTOWN	6,544	6,558	6,411	4,090	14	12	7	7.4%
24L	NORTH CROSSTOWN	6,025	5,983	6,150	3,640	13	11	6	7.9%
25L	TRIANGLE TOWN CENTER	7,839	6,920	7,705	4,823	11	7	4	6.8%
70X	BRIER CREEK EXPRESS	2,413	2,654	2,726	1,599	11	13	8	4.6%
Base Routes Total		311,991	300,419	309,471	\$ 191,541	410	411	260	15.3%
Free/Funded Routes									
50	R-LINE	13,562	11,073	15,126	-	11	14	15	0.0%
55X	POOLE ROAD EXPRESS	362	513	223	214	6	37	10	2.4%
Free Funded Routes Total		13,924	11,586	15,349	\$ 214	17	51	24	0.3%
Old Routes Expanded									
4	REX HOSPITAL	17,423	16,165	20,776	11,236	17	8	6	11.4%
7	SOUTH SAUNDERS	37,923	34,392	34,399	23,360	27	35	20	22.3%
16	OBERLIN	13,474	13,229	12,418	8,096	18	20	11	15.9%
18	POOLE/BARWELL	10,627	9,831	13,550	6,097	11	7	4	7.3%
18S	POOLE	1,663	1,340	-	987	12			8.4%
19	MLK/SUNNYBROOK	24,818	22,653	14,146	14,900	16	14	9	12.4%
Old Routes Expanded Total		105,928	97,610	95,289	\$ 64,676	101	84	49	13.8%
New Routes From Expansion									
17	ROCK QUARRY	6,634	6,352	-	3,909	13	8	6	7.9%
26	EDWARD MILLS	1,312	1,351	-	823	2	1	1	1.5%
27	BLUE RIDGE	2,625	2,719	-	1,703	3	3	2	2.3%
36	CREEDMOOR	4,825	4,624	-	2,976	6	4	3	3.9%
New Routes Total		15,396	15,046	-	\$ 9,411	23	16	11	3.7%
Contract									
40X	WAKE TECH EXPRESS	1,886	2,006	1,811	635	10	-	-	1.6%
60X	WAKE FOREST EXPRESS	1,045	963	956	695	5	-	-	4.5%
62	WAKE FOREST LOOP	2,483	2,223	2,166	-	8	-	-	0.0%
63X	KNIGHTDALE EXPRESS	579	613	643	411	5	-	-	2.3%
64X	ZEBULON / WENDELL EXPRESS	1,535	1,583	1,235	1,087	11	-	-	3.2%
78X	FUQUAY VARINA EXPRESS	1,226	1,042	1,081	826	9	-	-	2.4%
102	GARNER	1,542	1,424	1,275	1,009	13	-	-	5.8%
Contract Routes Total		10,296	9,854	9,167	4,663	51	-	-	2.5%
Other:									
NC STATE FAIR				-					
SPECIAL TRANSIT <sup>A</sup>		21,851		-	606,647				
OTHER		26	1,420	626					
		479,412	435,935	429,902	\$ 877,152	602	562	344	

**Ridership Percentage by Time Period**  
**FY20**  
**July**





4104 POOLE RD RALEIGH, NC 27610 (919) 996-3900

**To:** David Eatman, Assistant Director of Transportation

**CC:** Marie Parker, General Manager

**From:** Larry Aggers, Director of Finance

**Date:** August 15, 2019

**Re:** Variance Analysis for period July 2019

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***Revenues:***

Total revenues were under budget for June by \$76,589. Passenger fares were over budget \$8,153, and contract revenue was under budget by \$85,280. Miscellaneous revenue was over budget by \$539.

Operating expenses were under budget by 5.1%, or \$119,991. Subsidy needed to cover net operating expense for the month was \$43,402 under the budgeted amount.

***Operating Revenue:***

<i>Passenger Fares</i>	3.1%	Passenger fare was over budget by \$8,153. The total ridership was over prior year by 49,510. Revenue passengers were up 6,849 over prior year.
<i>Contract Revenue</i>	-12.3 %	Contract revenue was under budget by \$ 85,280. This was primarily due to the favorable expense to manhour ratio from budget, which reduced the hourly amount billed to contract agencies.

***Non-Operating Revenue:***

<i>Other Income</i>	574%	There was \$633 miscellaneous income for the month compared to \$94 in the budget.
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4104 POOLE RD RALEIGH, NC 27610 (919) 996-3900

***Expenses:***

Total operating expense was under budget by \$119,991. Operations, Maintenance and Insurance costs were all lower than budget for the month. Total expenses were 5.1% favorable for the month.

<b><i>Operations</i></b>	5.1 %	Fuel costs were favorable during the month causing the variance. Payroll costs were significantly over budget due to Overtime utilization.
<b><i>Maintenance</i></b>	12.3 %	The favorable variance was due to parts and repair costs running favorable to budget for the month.
<b><i>Insurance</i></b>	12.3 %	Insurance was favorable in fleet and workers compensation costs for the month.
<b><i>General &amp; Administration</i></b>	-29.4 %	General and administrative expenses over budget for the month primarily due to license and taxes on the new buses. These costs were in the budget for the month of August.

**GoRaleigh**  
**VARIANCE ANALYSIS**  
**Fiscal Year 2020**  
**July-19**

<b>REVENUE:</b>	<b>Current Month</b>					<b>Year to Date</b>				
	Budget	Actual	Variance			Budget	Actual	Variance		
Operating Income										
Passenger Fares	\$ 262,353	\$ 270,506	\$ 8,153		3.1%	\$ 262,353	\$ 270,506	\$ 8,153		3.1%
Contract Revenue	691,294	606,014	(85,280)		-12.3%	691,294	606,014	(85,280)		-12.3%
Non-Operating Income	94	633	539		573.7%	94	633	539		573.7%
Revenue	<u>\$ 953,741</u>	<u>\$ 877,152</u>	<u>\$ (76,589)</u>		<u>-8.0%</u>	<u>\$ 953,741</u>	<u>\$ 877,152</u>	<u>\$ (76,589)</u>		<u>-8.0%</u>
<b>EXPENSES:</b>										
	Budget	Actual	Variance			Budget	Actual	Variance		
Operations	\$ 1,432,909	\$ 1,355,874	\$ 77,035		5.4%	\$ 1,432,909	\$ 1,355,874	\$ 77,035		5.4%
Maintenance	421,209	369,502	51,707		12.3%	421,209	369,502	51,707		12.3%
Insurance	331,939	291,055	40,884		12.3%	331,939	291,055	40,884		12.3%
General & Administration	168,661	218,296	(49,635)		-29.4%	168,661	218,296	(49,635)		-29.4%
Total Expenses	<u>\$ 2,354,717</u>	<u>\$ 2,234,727</u>	<u>\$ 119,991</u>		<u>5.1%</u>	<u>\$ 2,354,717</u>	<u>\$ 2,234,727</u>	<u>\$ 119,991</u>		<u>5.1%</u>
Contingency										
Subsidy Required	<u>\$ (1,400,976)</u>	<u>\$ (1,357,575)</u>	<u>\$ 43,402</u>		<u>3.1%</u>	<u>\$ (1,400,976)</u>	<u>\$ (1,357,575)</u>	<u>\$ 43,402</u>		<u>3.1%</u>

**GoRaleigh**  
**PREVENTIVE MAINTENANCE**  
Fiscal Year 2020

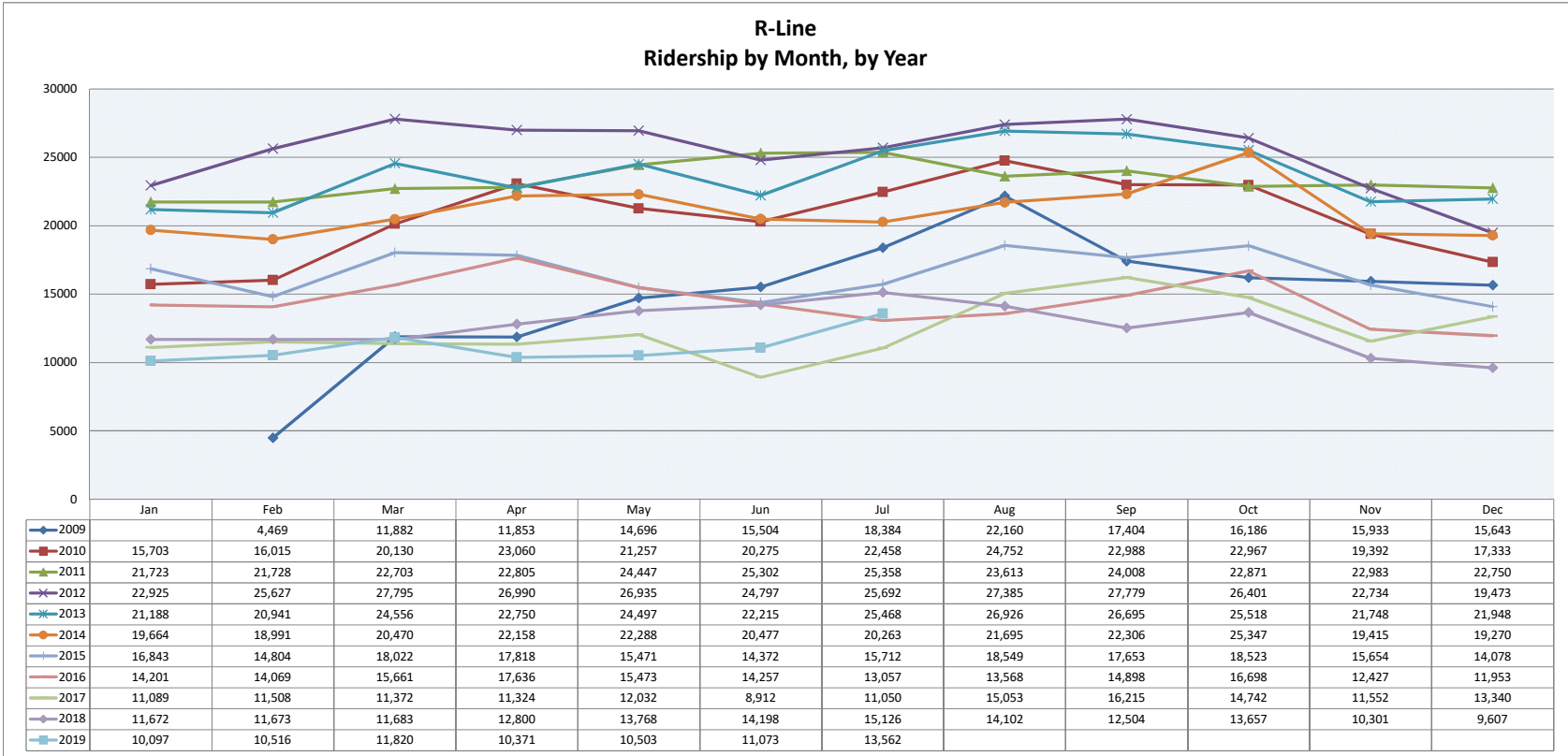
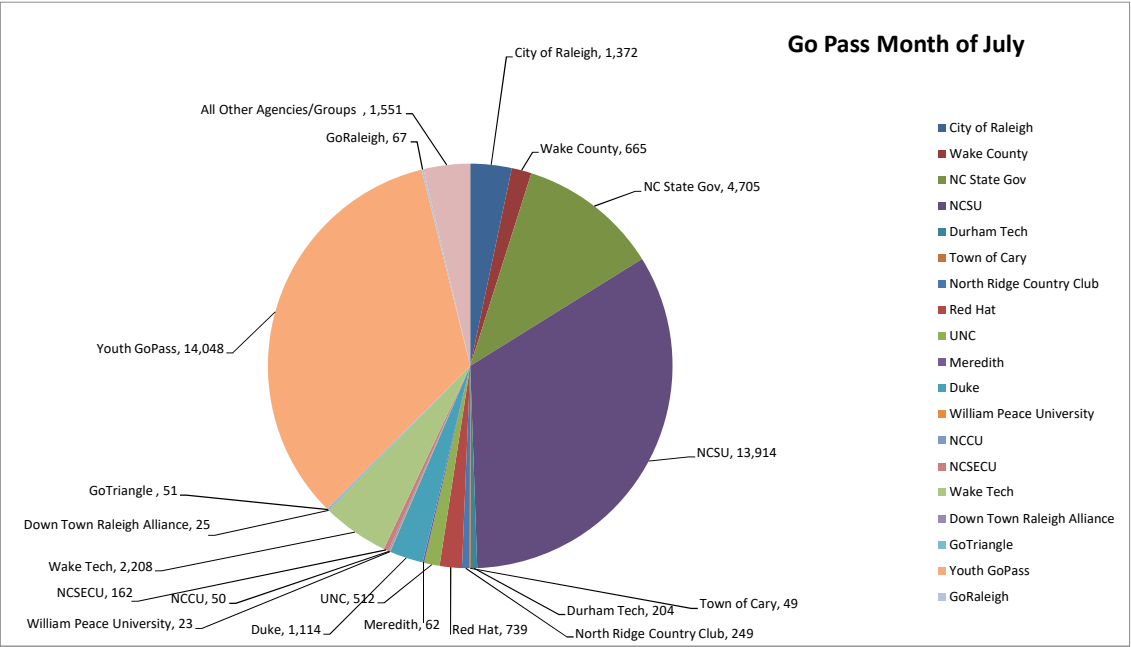
	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Total
<b>Salaries &amp; Wages</b>													
Supervision Salaries	\$ 24,912												\$ 24,912
Mechanic's Wages	110,189												110,189
Utility Service Wages	43,355												43,355
<b>Total Salaries &amp; Wages</b>	<b>178,456</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>178,456</b>
<b>Fringe Benefits</b>													
Vacation	5,775												5,775
Sick	3,302												3,302
Holiday	8,154												8,154
Brvmt/Jury	267												267
Payroll Taxes	15,808												15,808
Emp Pension	9,828												9,828
Allowance - Uniforms	1,657												1,657
Allowance - Tools	804												804
<b>Total Fringe Benefits</b>	<b>45,596</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45,596</b>
<b>Contracted Labor</b>													
Bus Cleaning - Contracted	-												-
Purch Maint- Tires	1,106												1,106
<b>Total Contracted Labor</b>	<b>1,106</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,106</b>
<b>Insurance</b>													
Emp Group Ins	37,400												37,400
Emp WC	3,729												3,729
<b>Total Insurance</b>	<b>41,129</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>41,129</b>
<b>Safety &amp; Training</b>													
Drug Testing	-												-
Physicals	814												814
Education/ASE	-												-
<b>Total Safety &amp; Training</b>	<b>814</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>814</b>
<b>Maintenance Fuel &amp; Tires</b>													
Fuel - Service Vehicles	-												-
ATF, Antifreeze, Other	7,779												7,779
Tires - Service Vehicles	914												914
<b>Total Maintenance Fuel &amp; Tires</b>	<b>8,693</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,693</b>
<b>Parts, Materials, &amp; Supplies</b>													
Parts (inc ship, core ref, wrnty, & oos rprs)	54,334												54,334
Towing & Road Calls	5,935												5,935
Farebox	7,567												7,567
Shop Eqp, Tools, Repair	7,497												7,497
Shop, Bus Cleaning, & Other Supplies	4,666												4,666
Environmental Cost	1,556												1,556
<b>Total Parts, Materials, &amp; Supplies</b>	<b>81,556</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>81,556</b>
<b>Services</b>													
Outside Contract - Janitorial	645												645
Utilities	10,942												10,942
Repairs - Building & Grounds - Main Office & MSS	12,849												12,849
Rentals	900												900
<b>Total Services</b>	<b>25,336</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,336</b>
<b>Total Expenditures</b>	<b>382,686</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>382,686</b>
Allocation to Transit Plan	104,135												-
Net Expenditures	278,551												382,686
<b>Prev. Maint. Allowance</b>	<b>370,833</b>												<b>370,833</b>
<b>Monthly Net Variance</b>	<b>\$ 92,282</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (11,853)</b>

**INVENTORY ANALYSIS  
FY20**

	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
<b>Parts - 1202</b>												
Beginning Inventory	\$ 408,487.50											
-Purchased	63,130.84											
-Overages	-											
-Shortages	-											
-Transfers	-											
-Issued - Regular Svc (5650)	(46,798.60)											
-Issued - Non-Rev Veh (5651)	(2,485.64)											
-Issued - Non-Veh (5955)	(7,567.34)											
<b>Ending Inventory</b>	<b>414,766.76</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Diesel - 1220</b>												
Beginning Inventory	26,651.36											
-Purchased	180,866.00											
-Consumed - Regular Svc (4510.401)	(161,085.33)											
-Consumed - Svc Vehicles (5510.405)	-											
<b>Ending Inventory</b>	<b>46,432.03</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Gasoline - 1222</b>												
Beginning Inventory	10,756.50											
-Purchased	-											
-Consumed - Svc Vehicles (5520.405)	(4,165.10)											
-Consumed - Admin Vehicles (5520.406)	(3,536.33)											
<b>Ending Inventory</b>	<b>3,055.07</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Fuel - 1224</b>												
Beginning Inventory	17,986.31											
-Purchased	2,178.78											
-Consumed	(5,911.34)											
<b>Ending Inventory</b>	<b>14,253.75</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Oil - 1228</b>												
Beginning Inventory	8,506.88											
-Purchased	10,176.80											
-Consumed - Regular Svc (4550.401)	(6,291.99)											
<b>Ending Inventory</b>	<b>12,391.69</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Total Inventory</b>	<b>\$ 490,899.30</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Inventory Turnover Ratio (Parts)												0.90
Inventory Turnover Ratio (Fuel)												67.21

\* Inventory turnover is a measure of the number of times the average inventory is consumed for the cumulative fiscal year

Go Pass Agency/Route		Current Month
City of Raleigh		1,372
Wake County		665
NC State Gov		4,705
NCSU		13,914
Durham Tech		204
Town of Cary		49
North Ridge Country Club		249
Red Hat		739
UNC		512
Meredith		62
Duke		1,114
William Peace University		23
NCCU		50
NCSECU		162
Wake Tech		2,208
Down Town Raleigh Alliance		25
GoTriangle		51
Youth GoPass		14,048
GoRaleigh		67
All Other Agencies/Groups		1,551
<b>Totals</b>		<b>41,770</b>



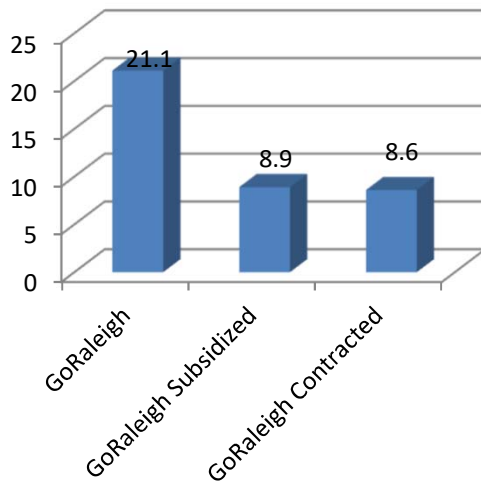


# *Raleigh*

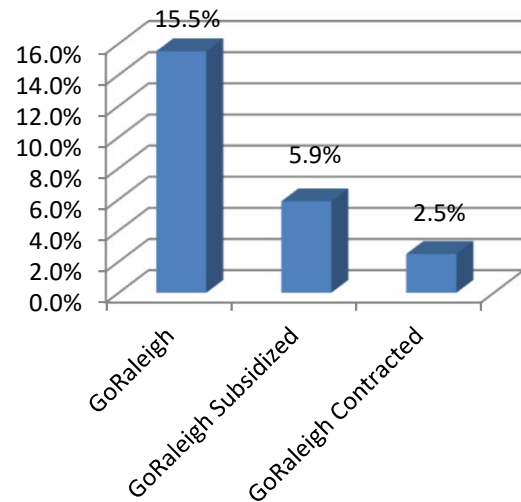
## Performance Reports

July 2019

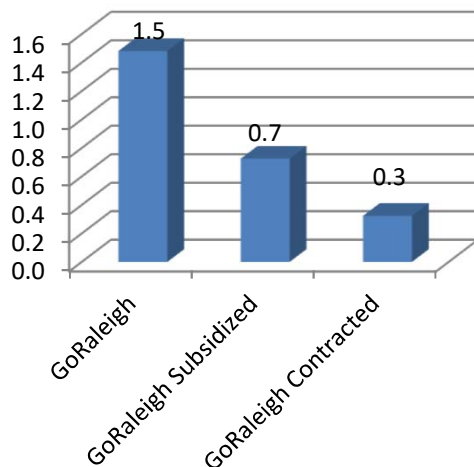
### Passengers Per Hour



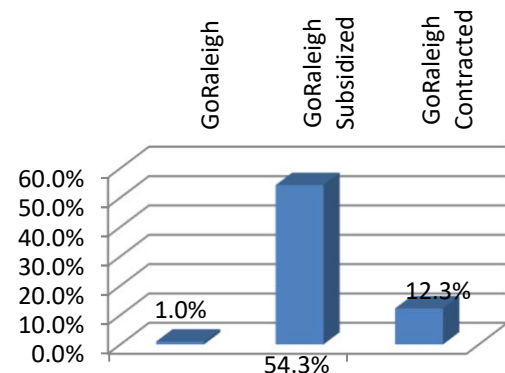
### Revenue Recovery %



### Passengers Per Mile



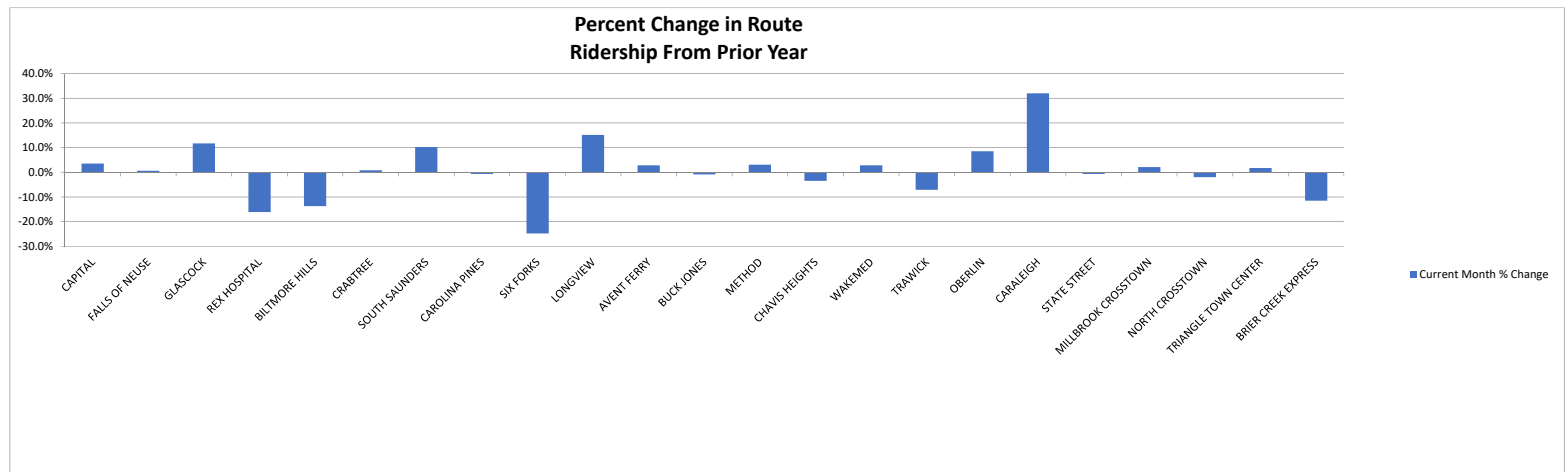
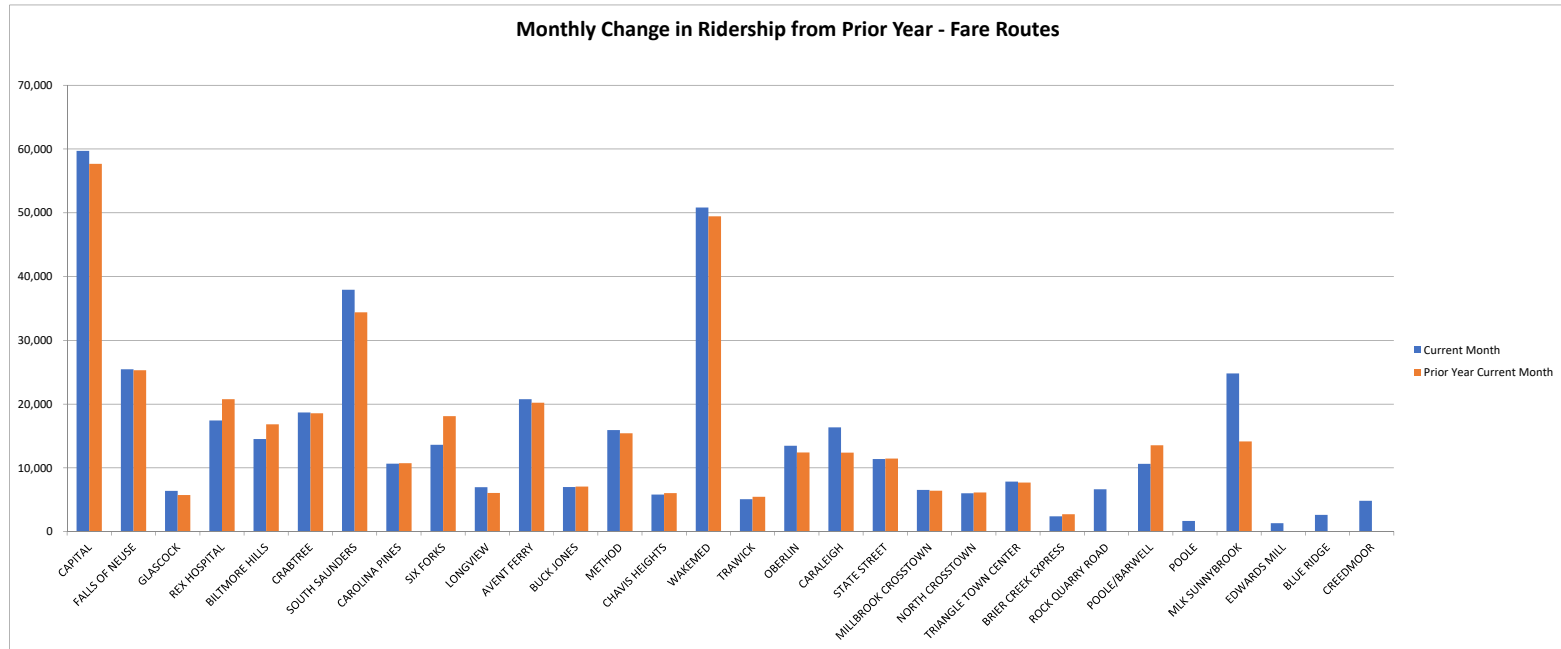
### Ridership % Change from Prior Year



**GoRaleigh**  
**Ridership Comparison By Route**  
**July 2019**

Current Month				Fiscal Year-to-Date			
Current Month	Prior Year Current Month	Current Month % Change	Rte #	Route	Current FYTD	Prior FYTD	FYTD % Change
59,720	57,684	3.5%	1	CAPITAL	59,720	57,684	3.5%
25,466	25,318	0.6%	2	FALLS OF NEUSE	25,466	25,318	0.6%
6,396	5,726	11.7%	3	GLASCOCK	6,396	5,726	11.7%
17,423	20,776	-16.1%	4	REX HOSPITAL	17,423	20,776	-16.1%
14,512	16,819	-13.7%	5	BILTMORE HILLS	14,512	16,819	-13.7%
18,693	18,548	0.8%	6	CRABTREE	18,693	18,548	0.8%
37,923	34,399	10.2%	7	SOUTH SAUNDERS	37,923	34,399	10.2%
10,665	10,736	-0.7%	7L	CAROLINA PINES	10,665	10,736	-0.7%
13,613	18,096	-24.8%	8	SIX FORKS	13,613	18,096	-24.8%
6,964	6,052	15.1%	10	LONGVIEW	6,964	6,052	15.1%
20,772	20,205	2.8%	11	AVENT FERRY	20,772	20,205	2.8%
7,004	7,069	-0.9%	11L	BUCK JONES	7,004	7,069	-0.9%
15,919	15,433	3.1%	12	METHOD	15,919	15,433	3.1%
5,825	6,037	-3.5%	13	CHAVIS HEIGHTS	5,825	6,037	-3.5%
50,820	49,452	2.8%	15	WAKEMED	50,820	49,452	2.8%
5,075	5,460	-7.1%	15L	TRAWICK	5,075	5,460	-7.1%
13,474	12,418	8.5%	16	OBERLIN	13,474	12,418	8.5%
16,340	12,381	32.0%	21	CARALEIGH	16,340	12,381	32.0%
11,386	11,463	-0.7%	22	STATE STREET	11,386	11,463	-0.7%
6,544	6,411	2.1%	23L	MILLBROOK CROSSTOWN	6,544	6,411	2.1%
6,025	6,150	-2.0%	24L	NORTH CROSSTOWN	6,025	6,150	-2.0%
7,839	7,705	1.7%	25L	TRIANGLE TOWN CENTER	7,839	7,705	1.7%
2,413	2,726	-11.5%	70X	BRIER CREEK EXPRESS	2,413	2,726	-11.5%
380,811	377,064	1.0%		Total GoRaleigh Fare Routes	380,811	377,064	1.0%
6,634	0	100.0%	17	ROCK QUARRY ROAD	6,634	0	100.0%
10,627	13,550	0.0%	18N	POOLE/BARWELL	10,627	13,550	0.0%
1,663	0	100.0%	18S	POOLE	1,663	0	100.0%
24,818	14,146	0.0%	19N	MLK SUNNYBROOK	24,818	14,146	0.0%
1,312	0	100.0%	26	EDWARDS MILL	1,312	0	100.0%
2,625	0	100.0%	27	BLUE RIDGE	2,625	0	100.0%
4,825	0	100.0%	36	CREEDMOOR	4,825	0	100.0%
13,562	15,126	-10.3%	50	R-LINE	13,562	15,126	-10.3%
362	223	62.3%	55X	POOLE ROAD EXPRESS	362	223	62.3%
66,428	43,045	54.3%		Total GoRaleigh Subsidized Routes	66,428	43,045	54.3%
1,886	1,811	4.1%	40X	WAKE TECH EXPRESS	1,886	1,811	4.1%
2,483	2,166	14.6%	62	WAKE FOREST LOOP	2,483	2,166	14.6%
1,045	956	9.3%	60X	WAKE FOREST EXPRESS	1,045	956	9.3%
579	643	-10.0%	63X	KNIGHTDALE EXPRESS	579	643	-10.0%
1,535	1,235	24.3%	64X	ZEBULON / WENDELL EXPRESS	1,535	1,235	24.3%
1,226	1,081	13.4%	78X	FUQUAY VARINA EXPRESS	1,226	1,081	13.4%
1,542	1,275	20.9%	102	GARNER	1,542	1,275	20.9%
10,296	9,167	12.3%		Total GoRaleigh Contract Routes	10,296	9,167	12.3%
21,877	626	3395%		NC State Fair and Other	21,877	626	3394.7%
479,412	429,902	11.5%		Total	479,412	429,902	11.5%

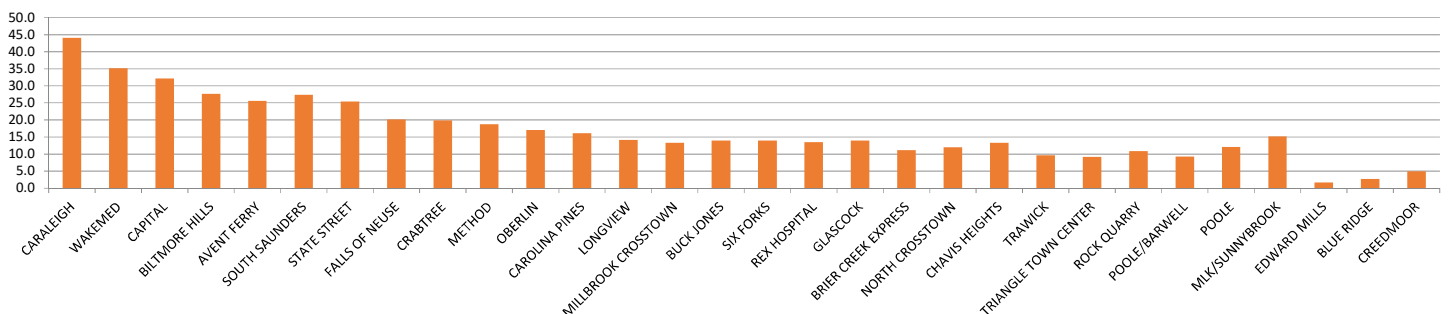
GoRaleigh  
Ridership Comparison By Route  
July 2019



**GoRaleigh**  
**Rider per Hour by Route**  
**Month of July 2019**

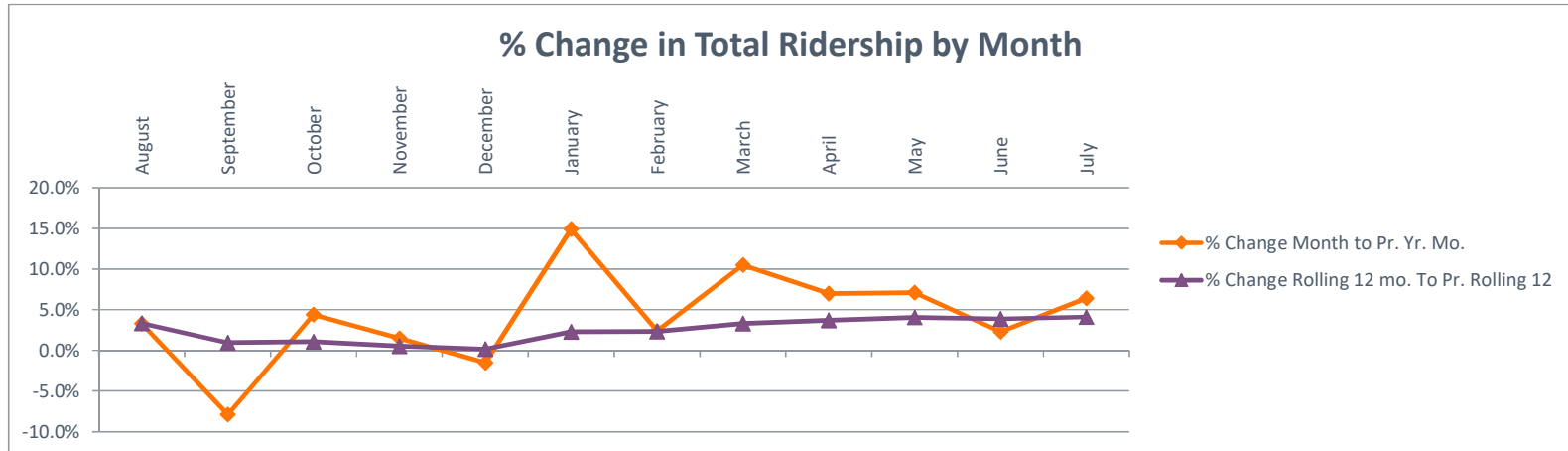
Riders Per Mile	Rank	Rte #	Route	Revenue Hrs.	Riders	Riders Per Hour
3.5	1	21	CARALEIGH	370	16,340	44.1
2.6	2	15	WAKEMED	1,444	50,820	35.2
2.1	3	1	CAPITAL	1,856	59,720	32.2
1.8	4	5	BILTMORE HILLS	524	14,512	27.7
1.7	5	11	AVENT FERRY	810	20,772	25.6
2.1	6	7	SOUTH SAUNDERS	1,386	37,923	27.4
1.7	7	22	STATE STREET	449	11,386	25.4
1.3	8	2	FALLS OF NEUSE	1,259	25,466	20.2
1.5	9	6	CRABTREE	938	18,693	19.9
1.8	10	12	METHOD	850	15,919	18.7
1.6	11	16	OBERLIN	787	13,474	17.1
0.9	12	7L	CAROLINA PINES	661	10,665	16.1
1.4	13	10	LONGVIEW	489	6,964	14.2
0.7	14	23L	MILLBROOK CROSSTOWN	491	6,544	13.3
0.9	15	11L	BUCK JONES	504	7,004	13.9
0.9	16	8	SIX FORKS	972	13,613	14.0
1.0	17	4	REX HOSPITAL	1,289	17,423	13.5
1.3	18	3	GLASCOCK	459	6,396	13.9
0.4	19	70X	BRIER CREEK EXPRESS	215	2,413	11.2
0.8	20	24L	NORTH CROSSTOWN	501	6,025	12.0
1.5	21	13	CHAVIS HEIGHTS	438	5,825	13.3
0.6	22	15L	TRAWICK	528	5,075	9.6
0.6	23	25L	TRIANGLE TOWN CENTER	853	7,839	9.2
1.5			<b>Total GoRaleigh Pre Expansion Routes</b>	<b>18,072</b>	<b>380,811</b>	<b>21.1</b>
0.8		17	ROCK QUARRY	614	6,634	10.8
0.8		18N	POOLE/BARWELL	1,143	10,627	9.3
0.8		18S	POOLE	138	1,663	12.1
1.2		19N	MLK/SUNNYBROOK	1,632	24,818	15.2
0.1		26	EDWARD MILLS	763	1,312	1.7
0.2		27	BLUE RIDGE	970	2,625	2.7
0.4		36	CREEDMOOR	973	4,825	5.0
1.3		50	R-LINE	1,173	13,562	11.6
0.2		55X	POOLE ROAD EXPRESS	57	362	6.4
0.7			<b>Total GoRaleigh Subsidized Routes</b>	<b>7,462</b>	<b>66,428</b>	<b>8.9</b>
0.3		40X	WAKE TECH EXPRESS	175	1,886	10.8
0.3		64X	ZEBULON / WENDELL EXPRESS	139	1,535	11.0
0.9		62	WAKE FOREST LOOP	304	2,483	8.2
0.2		60X	WAKE FOREST EXPRESS	207	1,045	5.1
0.5		102	GARNER	121	1,542	12.7
0.2		63X	KNIGHTDALE EXPRESS	109	579	5.3
0.2		78X	FUQUAY VARINA EXPRESS	139	1,226	8.8
0.3			<b>Total GoRaleigh Contract Routes</b>	<b>1,194</b>	<b>10,296</b>	<b>8.6</b>
1.2			<b>Total All Routes</b>	<b>26,728</b>	<b>457,535</b>	<b>17.1</b>

**Passengers Per Hour Current**  
**Month For Fare Routes**



**Go Raleigh**  
**Change in Ridership - Rolling 12 Month Total**

	Years 2016/2017	Years 2017/2018	Years 2018/2019	% Change
Month of: July	382,076	429,902	457,535	6.4%
Prior 12 Month Total Ending: July	4,777,535	5,178,889	5,391,341	4.1%



## GoRaleigh

### Recovery and Cost By Route

Route Rank by Recovery % July 2019				
Rank	Route #	Route	Revenue	Recovery %
<b>Passenger Subsidized Routes</b>				
1	21	CARALEIGH	\$10,300	38.1%
2	15	WAKEMED	\$30,309	26.6%
3	7	SOUTH SAUNDERS	\$23,360	22.3%
4	1	CAPITAL	\$37,587	22.0%
5	11	AVENT FERRY	\$13,869	19.3%
6	12	METHOD	\$9,756	18.5%
7	22	STATE STREET	\$7,088	17.9%
8	5	BILTMORE HILLS	\$8,154	17.1%
9	16	OBERLIN	\$8,096	15.9%
10	6	CRABTREE	\$11,552	15.6%
11	13	CHAVIS HEIGHTS	\$3,347	14.2%
12	2	FALLS OF NEUSE	\$15,794	14.1%
13	10	LONGVIEW	\$4,061	14.0%
14	3	GLASCOCK	\$3,502	11.9%
15	4	REX HOSPITAL	\$11,236	11.4%
16	11L	BUCK JONES	\$4,668	10.1%
17	7L	CAROLINA PINES	\$6,363	9.4%
18	8	SIX FORKS	\$8,146	8.9%
19	24L	NORTH CROSSTOWN	\$3,640	7.9%
20	23L	MILLBROOK CROSSTOWN	\$4,090	7.4%
21	25L	TRIANGLE TOWN CENTER	\$4,823	6.7%
22	15L	TRAWICK	\$2,893	5.7%
23	70X	BRIER CREEK EXPRESS	\$1,599	4.6%
		<b>Total GoRaleigh Fare Routes</b>	<b>\$234,232</b>	<b>15.5%</b>
<b>GoRaleigh Subsidized Routes</b>				
	17	ROCK QUARRY	\$3,909	7.9%
	18	POOLE/BARWELL	\$6,097	7.3%
	18S	POOLE	\$987	8.4%
	19N	MLK/SUNNYBROOK	\$14,900	12.4%
	26	EDWARD MILLS	\$823	1.5%
	27	BLUE RIDGE	\$1,703	2.3%
	36	CREEDMOOR	\$2,976	3.9%
	50	R-LINE	\$0	0.0%
	55X	POOLE ROAD EXPRESS	\$214	2.3%
		<b>Total GoRaleigh Subsidized</b>	<b>\$31,610</b>	<b>5.9%</b>
<b>Contract Routes:</b>				
	78X	FUQUAY VARINA EXPRESS	\$826	2.4%
	62	WAKE FOREST LOOP	\$0	0.0%
	40X	WAKE TECH EXPRESS	\$635	1.7%
	64X	ZEBULON / WENDELL EXPRESS	\$1,087	3.2%
	60X	WAKE FOREST EXPRESS	\$695	4.5%
	63X	KNIGHTDALE EXPRESS	\$411	2.3%
	102	GARNER	\$1,009	5.8%
		<b>Total GoRaleigh Contract</b>	<b>\$4,663</b>	<b>2.5%</b>
		<b>Grand Total</b>	<b>\$270,506</b>	<b>12.1%</b>

<sup>a</sup> These routes are below the current productivity target.

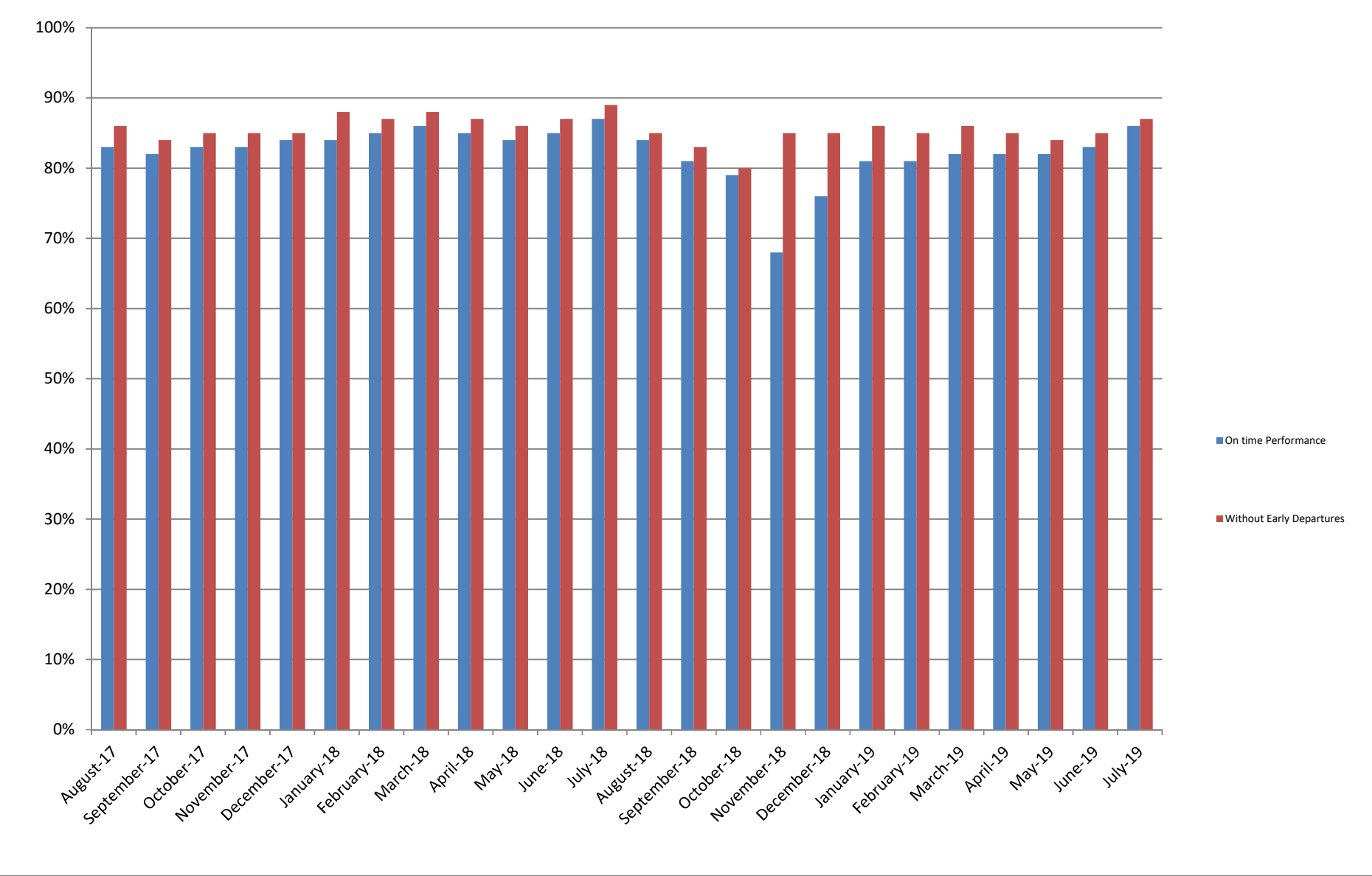
Route Rank by Mileage and Cost July 2019				
Rank	Route #	Route	Allocated Miles	Allocated Costs
<b>Passenger Subsidized Routes</b>				
1	1	CAPITAL	29,098	\$170,860
2	15	WAKEMED	19,427	\$114,073
3	2	FALLS OF NEUSE	19,080	\$112,033
4	7	SOUTH SAUNDERS	17,861	\$104,877
5	4	REX HOSPITAL	16,735	\$98,263
6	8	SIX FORKS	15,568	\$91,412
7	6	CRABTREE	12,635	\$74,192
8	11	AVENT FERRY	12,218	\$71,743
9	25L	TRIANGLE TOWN CENTER	12,181	\$71,526
10	7L	CAROLINA PINES	11,487	\$67,450
11	23L	MILLBROOK CROSSTOWN	9,373	\$55,034
12	12	METHOD	8,995	\$52,818
13	16	OBERLIN	8,672	\$50,923
14	15L	TRAWICK	8,607	\$50,539
15	5	BILTMORE HILLS	8,112	\$47,631
16	11L	BUCK JONES	7,909	\$46,440
17	24L	NORTH CROSSTOWN	7,847	\$46,074
18	22	STATE STREET	6,755	\$39,663
19	70X	BRIER CREEK EXPRESS	5,953	\$34,958
20	10	LONGVIEW	4,935	\$28,977
21	3	GLASCOCK	5,030	\$29,536
22	21	CARALEIGH	4,603	\$27,030
23	13	CHAVIS HEIGHTS	4,010	\$23,549
		<b>Total GoRaleigh Fare Routes</b>	<b>257,093</b>	<b>\$1,509,602</b>
<b>GoRaleigh Subsidized Routes</b>				
	17	ROCK QUARRY	8,426	\$49,473
	18	POOLE/BARWELL	14,147	\$83,070
	18S	POOLE	1,999	\$11,737
	19N	MLK/SUNNYBROOK	20,429	\$119,955
	26	EDWARD MILLS	9,236	\$54,230
	27	BLUE RIDGE	12,590	\$73,929
	36	CREEDMOOR	12,934	\$75,946
	50	R-LINE	10,341	\$60,721
	55X	POOLE ROAD EXPRESS	1,555	\$9,131
		<b>Total GoRaleigh Subsidized</b>	<b>91,657</b>	<b>\$538,191</b>
<b>Contract Routes:</b>				
	78X	FUQUAY VARINA EXPRESS	5,886	\$34,562
	62	WAKE FOREST LOOP	2,650	\$30,425
	40X	WAKE TECH EXPRESS	6,320	\$37,110
	64X	ZEBULON / WENDELL EXPRESS	5,776	\$33,913
	60X	WAKE FOREST EXPRESS	5,182	\$15,559
	63X	KNIGHTDALE EXPRESS	3,037	\$17,830
	102	GARNER	2,986	\$17,534
		<b>Total GoRaleigh Contract</b>	<b>31,836</b>	<b>\$186,934</b>
		<b>Grand Total</b>	<b>380,585</b>	<b>\$2,234,727</b>

Please note that total operating costs (without depreciation) are allocated to each route based upon the route mileage times the monthly average cost of \$5.87 per mile.

# GoRaleigh OTP July 2019

Route	Total Departures	Total Arrivals	Total On-Time	Total Early	Total Late	% On-Time	Grade	OTP + Early
7L CAROLINA PINES CROSSTOWN	2653	2666	2524	8	121	95%	A	95%
7 SOUTH SAUNDERS	5231	5252	4860	35	336	93%		94%
10 LONGVIEW	2428	2441	2250	45	133	93%		95%
19 MLK-SUNNYBROOK	6288	6318	5813	120	355	92%		94%
3 GLASCOCK	2202	2196	2014	27	161	91%		93%
15L TRAWICK	2843	2856	2589	15	239	91%		92%
6 CRABTREE	3338	3379	3017	29	292	90%		91%
12 METHOD	2511	2522	2263	70	178	90%		93%
15 WAKEMED	8397	8420	7414	84	899	88%	B	89%
11 AVENT FERRY	3900	3916	3440	42	418	88%		89%
11L BUCK JONES	3328	3481	2923	45	360	88%		89%
4 REX HOSPITAL	7646	7662	6592	235	819	86%		89%
22 STATE STREET	1768	1777	1523	16	229	86%		87%
1 CAPITAL	8295	8317	7131	98	1066	86%		87%
16 OBERLIN ROAD	3459	3508	2956	222	281	85%		92%
27 BLUE RIDGE	5565	5621	4707	72	786	85%		86%
36 CREEDMOOR	3877	3928	3276	30	571	84%	C	85%
55X POOLE ROAD EXPRESS	273	271	230	1	42	84%		85%
18S POOLE RD	735	739	616	20	99	84%		87%
18 POOLE-BARWELL	5289	5318	4427	149	713	84%		87%
25L TRIANGLE TOWN CENTER	2504	3332	2088	66	350	83%		86%
2 FALLS of NEUSE	6301	6319	5244	80	977	83%		84%
26 EDWARDS MILL	4402	4429	3635	132	635	83%		86%
5 BILTMORE HILLS	2661	2613	2134	104	423	80%		84%
8 SIX FORKS	4967	5054	3972	149	846	80%		83%
17 ROCK QUARRY	2886	2894	2282	132	472	79%		84%
13 CHAVIS HEIGHTS	2812	2766	2221	67	524	79%		81%
24L NORTH CROSSTOWN	2784	2714	2061	23	700	74%		75%
23L MILLBROOK CROSSTOWN	2827	2840	2048	54	725	72%		74%
21 CARALEIGH	1230	1250	846	54	330	69%		73%
70X BRIER CREEK EXPRESS	615	641	405	8	202	66%		67%
	114015	115440	97501	2232	14282	86%		87%
Route	Total Departures	Total Arrivals	Total On-Time	Total Early	Total Late	% On-Time	Grade	OTP + Early
102 GARNER	413	413	345	3	65	84%		84%
64X ZEBULON/WENDELL-RALEIGH EXP	594	594	495	35	64	83%		89%
WAKE FOREST EXPRESS (WFX)	380	376	303	8	69	80%		82%
FUQUAY-VARINA-RALEIGH EXPRESS (F)	402	393	319	52	31	79%		92%
40X WAKE TECH	359	357	254	3	102	71%		72%
63X KNIGHTDALE EXPRESS (KDX)	785	785	550	30	205	70%		74%
WAKE FOREST LOOP	1078	1091	690	27	361	64%		67%

# GoRaleigh On Time Performance Comparison



## 'New Services Starting Fall 2019'

At the May 2019 Raleigh Transit Authority (RTA) meeting, the FY 2020 services were approved. These services include Knightdale, Garner and Rolesville services, will start on October 14, 2019. Staff will promote these services through engagement activities during the months of September and October.

**Garner Route 20 (former GoTriangle 102): Weekday from 5:30am to 12:30am**  
The former service will now be a local service, with additional stops within Garner. It will connect Garner to the GoRaleigh Downtown Station.

**Knightdale Route 33 (former GoTriangle KRX): Weekday from 6am to 9pm**  
The former express service will now be a local service, with additional stops within Knightdale. The route will connect Knightdale to the New Hope Commons Shopping center for transfer opportunity to multiple routes

**Rolesville Route 401 (New Service for Rolesville): Weekday for Peak Hours Only**  
The new service will connect Rolesville with Triangle Town Center and the Wake Tech Northern Campus, which will provide additional transfer opportunities to both GoRaleigh and GoTriangle routes.

## 'Try Transit' Week

Transit staff has developed our plans for 'Try Transit' week, scheduled to start **Monday, September 23<sup>rd</sup>**.

- ❑ **Monday, Sept 23<sup>rd</sup>** - Youth/Senior Day
- ❑ **Wednesday, Sept 25<sup>th</sup>** -Fare Free Day (Rider's Appreciation Day)
- ❑ **Friday, Sept 27<sup>th</sup>** - Transit Staff Appreciation Day

*\*\*In addition, throughout the week, staff will pop-up at high ridership locations and provide giveaways for riders.*

## 'Bus Rapid Transit'

- ❑ Wake BRT: Western Boulevard Corridor Study Kick Off Meeting - **Sep 5<sup>th</sup>**
- ❑ Raleigh BRT: Economic Development Around Transit (EDAT) Public Meeting - **Oct 12<sup>th</sup>**
- ❑ Raleigh BRT: Economic Development Around Transit (EDAT) Public Meeting - **Oct 26<sup>th</sup>**
- ❑ Wake BRT: New Bern Avenue Design Public Meeting- **Oct 29<sup>th</sup>**